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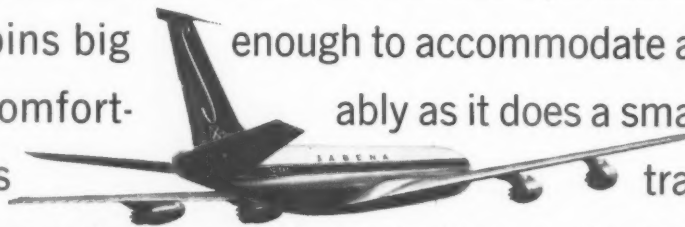
NOVEMBER, 1960

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# AIR CARGO

an American Aviation Publication

**WALLACE I. LONGSTRETH**  
Editor

**DONALD J. FREDERICK**  
**MARY L. MILLER**  
Assistant Editors

John Walen .....Production  
William H. Martin .....Art Director  
Bacil Guiley .....Asst. Art Director

**RALPH R. THEILE**  
Director of Sales

Elsie Gray .....Advertising Service Manager  
John N. Carlin .....Circulation Director  
George F. Peterson  
Circulation Service Manager  
Richard Gibson .....Marketing Director  
Carolyn Dalla Valle .....Production Assistant

Subscriptions: \$10.00 per year, United States and Canada; \$11.50 per year for other countries. Single copy price, \$1.00.

Address editorial, subscription and advertising correspondence to: Air Cargo, 1001 Vermont Ave., N.W., Washington 5, D.C.

## REGIONAL OFFICES:

**Chicago:** 139 N. Clark St., Chicago 2, Illinois. Phone CEnt 6-5804.

**Dallas:** 202 Wynnewood Professional Bldg., Dallas 24, Tex. Phone WHitehall 3-4266.

**Denver:** Shirley-Savoy Hotel, 17th & Broadway, Denver 2, Colo. Phone CHerry 4-0946.

**Detroit:** 412 Fisher Building, Detroit 2, Michigan. Phone TRinity 5-2555.

**Los Angeles:** 8929 Wilshire Blvd., Beverly Hills, California. Phone OLeander 5-9161.

**Miami:** 208 Almeria Avenue, Coral Gables, Florida. Phone HIGHLand 4-8326.

**New York:** 20 East 46th Street, New York 17, New York. Phone YUkon 6-3900.

**Washington, D.C.:** 1001 Vermont Ave., N.W., Washington 5, D.C. Phone STerling 3-5400.

**Geneva:** Anthony Vandyk, European Director, 10 Rue Grenus, Geneva, Switzerland. Phone 321044. Cable Address: AMERAV GENEVA.

**London:** Norall & Hart, 28 Bruton Street, London, W.1., England. Phone Grosvenor 8356.

**Paris:** Jean-Marie Riche, 11 Rue Condorcet, Paris (9e), France. Phone TRU 15-39. Cable Address: NEWSAIR PARIS.

The information contained in this publication is compiled with all reasonable care. The publishers do not hold themselves responsible for errors or omissions.

Published monthly by American Aviation Publications, Inc., at 1001 Vermont Avenue, N.W., Washington 5, D.C.

**Wayne W. Parrish,**  
President and Publisher

**Leonard Eiserer,**  
Exec. V.P. and Gen. Mgr.

**Fred S. Hunter,**  
V.P. and Editorial Director



NOVEMBER, 1960, VOL. 4, NO. 11

## Features

LET'S START OVER 7  
*Editorial by Wallace I. Longstreth*

LABELS—YOUR BEST FRIENDS 16  
*By Donald J. Frederick*

THE BIG SHIPMENTS 20  
*By Anthony Vandyk*

FRESH FROM AIR FREIGHT 22

## Departments

TRENDS 11

NEWS 10

FROM THE ROSTRUM 23

CAB 24

CARRIER ROUNDUP 28

PEOPLE 30

NEW PRODUCTS AND PROCESSES 31

ON THE DOCKET 34

## Guide Section

Following Page 18

AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part III is issued containing AIRIMP-CARGO.

Printed at The Telegraph Press, Harrisburg, Pa. Second class postage paid at Washington, D.C., and at additional offices. Copyright, 1960, by American Aviation Publications, Inc.

# Shippers! Here's how to get instant action on Air Freight problems!



It's like clockwork! Better, really, because no machine could store as much vital freight knowledge as your BOAC Appointed Cargo Agent or Freight Forwarder. No machine could use the human touch to

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# Let's Start Over

**F**REIGHT RATES, how they are made, and how they are presented to the user, are badly in need of a change. This is no secret. Nor is it a new feeling. Every transport combine, association, and company has tangled with a rates and tariff simplification program, to no avail. Tariff simplification proponents always discover that tariffs are too hard to read, and that the system of rate making is not good, but no one yet has been able to develop a solution to the problem.

Maybe no one ever will. But if some one does not, the days ahead for the regulated common carrier will be rough, indeed. The trouble will come from the private carriers.

How serious this problem is was sharply outlined by Anthony F. Arpaia, vice president-international services of the Railway Express Agency, in a talk in New York before a group attending the Cargo Handling Exposition and Symposium.

Arpaia, a former Member and Chairman of the Interstate Commerce Commission, said tariff reading and interpretation makes logarithms and calculus child's play by comparison.

"Tariffs," he said, "are baffling, confusing, and complicated. A mistake can cause serious consequences since the law places upon the shipper a definite responsibility for tariff knowledge. As matters now stand, in addition to the direct costs of for-hire transportation, a shipper must contend with the expense of a staff of experts, clerks, office space, commerce counsel, etc. The present rail uniform classification alone has thousands of ratings. To these must be added other thousands of exceptions, commodity rates, special routing requirements, rules, combinations, single factors, alternative applications, minimum charges, master tariffs of increases, special interpretations, and so on, let alone the hazards they create."

Obviously, this sort of treatment has not appealed to shippers, who are practical people.

The for-hire transportation industry is in distress. Present estimates are that 70% of intercity transportation is performed by unregulated transportation. This is 20% more than eight years ago.

As black as Arpaia found the past, he had hope for the future—in containerization. He felt that containerization offered a real opportunity for coordinating transportation systems—and for simplifying tariffs.

"The railroads alone," he pointed out, "issue some 12,000 tariffs, many of them, with effective supplements, as large as five or six inches thick."

U.S. airlines do not have 12,000 tariffs, nor does an airline tariff often become five or six inches thick. But they are complex, and each year the complexity increases.

Arpaia's complaint, directed principally against surface carriers, is no less applicable to airlines and their regulatory agency. However, unlike many who complain, Arpaia suggests a route to explore to lead the transportation industry

out of the tariff wilderness which has been growing wilder each year for 100 years.

His first suggestion is one which should meet with wholehearted approval—junk the entire tariff mess and start over. This includes not just the tariffs, but the whole concept of rate making.

As Arpaia points out, conventional rate making techniques of regulated carriers lost meaning as soon as a person could measure the cost of carrying goods, whatever the value, in his own vehicle. This person soon learned that the cost of operating his vehicle was the same regardless of the composition or value of the commodity carried. The making of rates by weight and the classification of freight through descriptions of numerous types and kinds, along with all of the variations and exceptions, just could not make a believer of such a person.

"With a growing segment of the transportation industry interested only in seeing that cost, plus a contribution to profit is obtained from each transaction, the keystone of the historic classification principles, i.e., value of service, is severely circumscribed. While value of service may remain a factor in the movement of heavy, low-valued, raw materials for some time to come, it already has been completely discarded as to a significant and growing portion of the manufactured goods traffic," Arpaia said.

He recommended that carriers study the possibility of using the cube-mile with specific accessorial charges where necessary. Once the cubic capacity of a vehicle has been used up (subject to maximum weight limitations of the vehicle or the law), that is it. The only other thing a carrier has to sell is the distance the vehicle travels.

**W**ITH CONTAINERS a predetermined cubic measurement is available, and can be simply stated in a tariff. This measurement would not change, regardless of the mode of transport employed.

For the containerization to work the containers must be compatible with the several modes of transport and the various types of handling and loading equipment. Undoubtedly, there will be specialized containers, but so long as the containers can move from one form of transportation to another, there is no further requirement for standardization.

The cube-mile idea is not completely new. The airlines do something akin to it with cut flower shipments, and some shipping companies do a similar thing with household goods shipments.

What is new is the idea that carriers have only two things to sell—space and distance traveled, particularly when dealing with packaged traffic. This will be the hardest part of Arpaia's idea to put across.

If he can do it, or anyone else, tariffs could be given a fresh start. This is something the transportation industry can use.

Wallace I. Longstreth



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## TRENDS

**The threat of an open rate situation again** hangs over transatlantic airlines. The question of a major cargo rate revision was brought to a head by three U.S. airlines, Pan American, Seaboard & Western, and Trans World, at the International Air Transport Association Traffic Conferences in Cannes. The rates proposed by the three are a radical departure from the present rate structure, and would bring about some pronounced reductions. The new rates would range from 18¢ per ton mile, for cargo charters, to 50¢ per ton mile for general commodity shipments weighing less than 45 kilos (a kilo is approximately 2.2 pounds).

The three U.S. airlines have agreed to an extension of present rates until July 1. They agreed to this compromise in the hope that the new rate proposal would gain IATA backing.

The series of general commodity rates proposed by PAA, S&W, and TWA, produce 25¢ per ton mile for a shipment of 1000 kilos or more; 27¢, 500 to 1000 kgs.; 29¢, 250-500 kgs.; 30¢, 100-250 kgs.; 40¢, 45 to 100 kgs.; and 50¢ per ton mile for shipments weighing less than 45 kilos. The minimum charge would be increased to \$15 per shipment.

Applied to the New York-London leg, the proposed general commodity rates would be \$1.90 per kilo, for a shipment under 45 kgs. For the largest shipments, the rate per kilo would be 76¢. Present rates are \$2.81 per kilo, under 45; and \$1.83 for the biggest shipments.

The three carriers proposed to retain certain specific commodity rates, but would drop those which have produced little or no traffic.

At least 10 European airlines have found things objectionable in the new proposal. A special meeting will be called in January to try to iron out the difficulties.

**Transatlantic air freight charters every Saturday** by Air Express International Corp. have upset the British. The British Ministry of Aviation has told AEI and Pan American World Airways that the charters may not be continued (PAA provides the aircraft for the forwarder's charters). While the British complained of the "regularity" of the service, the principal effect is to protect IATA-established cargo rates.

If the British stand pat, and refuse to allow such charters to come to England, AEI, and probably other forwarders will have to revise plans. But with so many places in Europe to use as a gateway, it is reasonably sure the charters will continue.

**Riddle Airlines is planning to expand charter activities** with a scheduled private multiple contract service which will be called by the registered name, "Profit-Aire."

**Prices are going up rapidly for land near airports** at airline cities. Land is being bought for commercial or industrial use. Around San Francisco, International Airport an acre of land, 1500 feet from the runway end, sold for \$23,000 in 1955. Today the price is \$1.20 a square foot, or \$50,000 an acre. Leigh Fisher, president of Leigh Fisher & Associates, airports and business consultants, says that this marked increase in land value is not limited to the San Francisco area. The reason: industrial activities want to be close to air transportation which is the new medium of commerce and communication.

# AEIC's Chartered Aircraft Free Freight For Assembly

The first consolidated shipment chartered in air transportation history is how Air Express International Corp. described its new service to shippers. As an integral part of AEIC's new service, the big international air freight forwarder is chartering aircraft for shipments accepted under its own tariff. "This means," AEIC says, "there is absolutely no withholding of freight for assembly."

The charters are being operated once a week with DC-7 type aircraft chartered from Pan American World Airways. The aircraft are standard passenger DC-7s with the seats removed. Payload runs about 16-18,000 pounds. According to one AEIC official, if the service continues to grow, his organization will be in the market to charter all-cargo aircraft, with greater capacity.

AEIC is also supplementing the chartered aircraft with space on regular scheduled jets moving across the Atlantic.

The chartered aircraft have been leaving New York's International Airport every Saturday at 6 p.m. In early October, AEIC had scheduled the weekly flight through November 5. They fly planes direct to London, AEIC's first break-bulk point, then to Frankfurt, key break-bulk station on the continent.

At the two European cities, shipments destined to local importers are quickly cleared to customs while those to be moved onward, to points in Europe, Africa, and the Near and Middle East, are placed aboard the first scheduled flights to the various destinations. Space aboard continuing aircraft is booked by AEIC in advance.

Documentation presents no problem. The papers are sent in advance to the European gateways, London and Frankfurt, by combination jet so that on-forwarding can be easily arranged before the shipments arrive.

Shipments that are on-forwarded from the gateways have no customs problem. Both break bulk points are in bonded areas. AEIC observers on the continent have noticed that shipments can be on-forwarded in 45 minutes.

Loads are arranged to meet on-for-

warding commitments. Shipments are programmed so that the last on the plane is first off. Thus, shipments, which must make a tight connection, are loaded accordingly.

The AEIC charter service is the result of meticulous planning. For over a year, the company operated "dry runs" in order to bring to the surface all unanticipated problems.

As Alvin B. Beck, AEIC's executive vice president describes it: "We were actually running a paper airline. Doing so gave us a lot of valuable experience. We were able to anticipate bottlenecks and other problems, and to eliminate them before we went into the real operation."

Illustrating his point, Beck said that "in order to achieve our ends without a hitch, it required a number of personal visits abroad, as well as joint conferences of our United States and European staffs. Some of our key people traveled abroad for these meetings and on other occasions the reverse was true. The result of this was total coordination. The effort we put forth to get the charter operation to work has paid off handsomely."

Meanwhile, action has not slackened at AEIC. Beck and Chester M. Mayer, AEIC's president and chairman of the Board, recently returned from their second tour of the Far East.

The two executives inspected the firm's facilities and consulted with important export-import and government figures. They also expounded several policy matters during interviews with press and radio representatives.

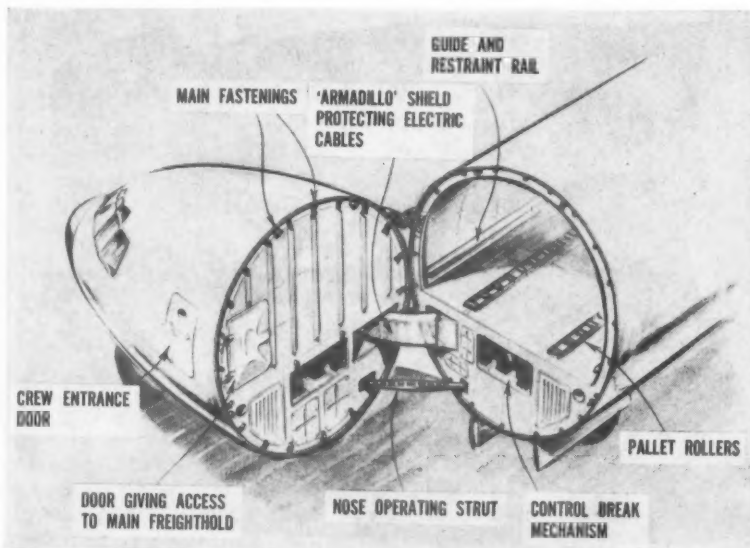
Some of the points the two men covered—AEIC's primary aim is not to develop air freight traffic only between the U.S. and other countries. The firm has thrown all its energies towards gearing a global network to perform a wide variety of air shipping services between markets.

AEIC will not seek to undercut existing pricing policies in the Orient.

Air Freight rates will continue their decline. The most recent reduction which took place at the beginning of 1960 in the form of a totally revised rate structure for goods in U.S./Canada-Orient transpacific traffic, has had the effect of boosting air freight volumes.

## Complete Cargo System Unveiled By Vickers

A complete freighter system geared to low-cost, high-speed movement of commercial cargo has been developed by the British Aircraft Corp. The system would adopt high speed loading on the ground to freighter versions of the standard Vickers VC-10 and Super VC-10 jets which have been designed to carry payloads of up to 50 tons at



PRINCIPAL FEATURES of the swing-nose cargo jet freighter developed by the British Aircraft Corp. are now either on the drawing boards or being tested. A version of the standard and Super Vickers VC-10, the freighter can carry loads of up to 50 tons.

realistic load densities.

The loading system for the "swing-nose" loading VC-10 and Super VC-10 includes rails, rollers and cargo containers in the aircraft fuselage, and an airport handling dock and loading jetty.

One of the most important features in the system is the preloading of freight onto pallets or into containers in the warehouse prior to arrival of the aircraft.

The aircraft loading operation is then confined to the movement into the aircraft and the locking of the pre-packed pallets, assembled as a train, into the aircraft.

The type of pallet or container and the means of loading them are left up to the individual operators, and would be based on the types of cargo which they intend to carry.

The main difference between the VC-10 and Super VC-10 is the volume available for freight carrying.

The VC-10 aims at an average commodity freight density of 16½ lb. per cubic foot with a gross volume of 8000 cubic feet.

The VC-10 freighter has a maximum design payload of 90,000 lbs. which can be carried over a range of 2850 nautical miles. The payload with a maximum fuel range of 4100 nautical miles is 62,000 lbs.

The Super VC-10 shoots for a density of 12¼ lbs. per cubic foot with a gross volume of 10,970 cubic feet.

Maximum design payload of the Super VC-10 is 98,250 lbs. which can be carried over a range of 2150 nautical miles with 2 hours reserve fuel. The payload with a maximum fuel range of 3850 nautical miles is 54,000 lbs.

Vickers engineers summarize the main advantages of the combination of rear-engine layout and swing-nose loading as follows: (1) full utilization of all available cabin space; (2) ease of maneuvering and loading; (3) nose-wheel support at point of loading; (4) no aerodynamic loads at hinge-point; (5) weight increases involved by high freighter payloads have a less adverse effect on airfield performance, approach speed and range flexibility.

## Ryder Steps In As Miami Contractor

A new cartage contractor, Ryder Truck Lines, Inc., has been appointed for Miami by Air Cargo, Inc., replacing Air Freight Transfer Company.

Ryder is a big outfit. It is considered the second largest trucking concern in the country. Last year, the firm grossed in the neighborhood of \$84 million, and, depending on how

vehicles are counted, operated from 24 to 28 thousand trucks.

The new contractor has stepped right in to make air freight pick up and delivery an important part of the Ryder operation. A terminal for air freight, across the street from the airport, has been obtained. Trucks have been assigned to handle air freight, exclusively. And, rates have been reduced.

The lowest rates will apply for the airport and the immediate industrial environs (Area A). The rest of Miami proper will be an Area B, at rates slightly below what they were on September 1. For the more distant points served by Miami International, such as Homestead (Area E), the minimum charge per shipment has been reduced from \$6.50 to \$4.50.

For special shipments, those which occur after the normal business day, or on weekends or holidays, the hourly rate has been dropped. Instead, the rates will be per 100 pounds, starting at \$1.80, subject to a minimum of \$3.75. The big advantage to the new special rates is that the shipper can determine exactly what pick up or delivery costs in the Miami area will be. Previously, it could only be estimated how many hours would be involved.

Another indication of the interest Ryder has in air freight was the announcement of a joint truck-air service between Puerto Rico and points on the U.S. mainland via Ryder and Riddle Airlines.

Commenting on the arrangement, Riddle officials say that it is now pos-

sible for Puerto Rican shippers to reach 644 separate points on the mainland with a single shipping document and one through rate from origin to destination.

## New Kalamazoo Terminal First in REA Expansion Plan

A new terminal which is expected to process more than 40,000 individual pieces of air and rail express each month has been opened by the Railway Express Agency in Kalamazoo, Michigan. The facility is the first completed by the Agency in a nationwide terminal expansion program.

REA predicted that the new \$125,000 installation would speed up processing and handling of shipments moving nationwide and worldwide by surface and air to and from Kalamazoo.

A total of 14 other cities and towns will receive daily pickup and delivery service in an expanded, 100-square-mile Kalamazoo terminal area. The points are: Allegan, Battle Creek, Constantine, Galesburg, Lawton, Martin, Mattawan, Otsego, Plainwell, Portage Center, Schoolcraft, Three Rivers, Vicksburg and Wayland.

## Riddle Closes DC-7 Deal; Planes To Be Convertible

A DC-7 fleet of seven aircraft has been purchased by Riddle Airlines from General Dynamics Corp.'s General Aircraft & Leasing division. Douglas Aircraft Co. will convert the aircraft to a convertible cargo-pas-

# Vital Ground Work for Air Freight!

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senger configuration.

The price of the aircraft was \$750,000 each with the cost of conversion pegged at \$300,000 each.

The first three conversions are to be completed by the end of the year and the remaining four early in 1961.

Convertible features, which will be incorporated in the DC-7Cs, will permit overnight transition from an all-freight to a ninety-nine' passenger interior.

Riddle's president, Robert W. Hewitt, outlined implementation plans for his carrier's newly acquired fleet in a three point program: (1) improved cargo service over Riddle's domestic and international route system; (2) development of overseas group charter flights; and (3) participation in Military Air Transport Service overseas airlift contracts.

## KLM Pulls Out All Stops For DC-7 Freighter Debut

An all out publicity drive complete with newspaper advertisements, receptions, live theater and air cargo exhibits introduced KLM's new DC-7F cargo aircraft to the air freight community last month.

In a real barnstorming effort, the plane made a series of one night stands at Los Angeles, San Francisco, Chicago, Philadelphia and Washington, D.C. At each city, shippers, agents, city officials and airline interline personnel flocked to inspect the newly outfitted cargo plane.

At the receptions, the guests met a top delegation of KLM cargo officials from Europe headed by the airline's U.S. sales manager, George V. Lambert, and the U.S. cargo manager, Alvin E. Levenson.

A 15 minute show produced and cast in Holland proved to be a real cocktail stopper at the receptions. Entitled "The KLM Freight Story," the skit was presented by a cast of five Dutch men and women, all KLM employees imported from Holland especially for the production.

The tour was not all reception and exhibit. In each community, the KLM delegation met with shippers and American business men. They discussed shipping problems and air freight progress.

The object of all this attention was the first Douglas DC-7 air freighter converted by KLM. Sporting a total cargo capacity of 5504 cubic feet, the freighter can lift a 34,000 pound payload over 2800 statute miles, or a 21,000 lb. payload at 4400 statute miles. At least five more of the freighters will be converted by KLM.

Statements made by KLM officials



ONE OF THE MANY EXHIBITS found inside KLM's converted DC-7 air freighter during its swing through the U.S. Displays were sectionalized for easy handling.

during their tour indicated the importance with which they viewed the travelling exhibit.

KLM's U.S. sales manager, George V. Lambert, hailed the publicity effort as "one of the biggest promotions to introduce an air cargo service in the history of aviation. It is indicative of how much we consider air freight a major part of our business rather than something that merely goes along with the passenger commerce. In some countries we derive more than half of our revenue from air cargo," he said.

Levenson, KLM's U.S. cargo manager, said the purpose of sending the freighter on tour was to show officials and some of our shippers and interline friends what "a well-equipped, useful freight carrier the Douglas DC-7 air freighter is."

## Pan Am Jets Carry French Fashions

Special garment bags and hanger facilities to accommodate European fashions destined for the U.S. are now available on Pan American World Airways' Boeing 707 jet flights. The garments are carried in disposable paper garment bags or in re-usable canvas bags provided by Pan Am.

PAA says that the flights have not only proved popular with high fashion shippers but also with the shipper of moderate-priced ready-to-wear goods.

The airline pointed out that one French manufacturer, during 1960, will ship 50,000 dresses in the \$20 retail price range to New York.

## Top Military Traffic Men To Address Freight Seminar

A general freight traffic management seminar for Army, Navy, Air Force and Marine Corps. transportation personnel will be held this month in Dallas, Texas. Col. Ray J. Cox, regional director, Southwestern Traffic Region, Military Traffic Management Agency, said key transportation personnel located in New Mexico, Oklahoma, Arkansas, Louisiana, and Texas will attend the meeting which is scheduled to get underway at the Adolphus Hotel, Dallas, Texas on November 29, 1960.

The list of military transportation executives who will speak on shipping matters includes: Gayton E. Germane, director of transportation policy, Office of the Assistant Secretary of Defense; Brig. Gen. Earl C. Hedlund, director of transportation, Deputy Chief of Staff, Materiel, U.S. Air Force; Maj. Gen. Frank S. Besson, Jr., chief of transportation, U.S. Army; Maj. Gen. I. Sewell Morris, executive director, Military Traffic Management Agency; and Rear Admiral James W. Boundy, chief, Bureau of Supplies and Accounts, U.S. Navy.

Management representatives in the



transportation industry are invited to attend the opening day session. Inquiries concerning attendance and additional information can be obtained by writing: The Regional Director, Southwest Traffic Region, MTMA, 901 Ross Avenue, Dallas 2, Texas.

## UAL Takes Delivery Of Preload Containers

A total of 801 preload baggage containers have been delivered to United Air Lines under the first stage of a contract with the Hardman Tool & Engineering Co. of Los Angeles.

Designed to fit the belly compartment of UAL's jets, the containers can hold 25 pieces of luggage or 1100 pounds of mail and cargo.

The preloaded containers are lifted in and out of the compartment by electric hoists which are an integral part of the aircraft.

Hardman, a division of the Dayco Corp., manufactured the units with an eye to weight savings. The firm explains that the high strength to weight ratio of the containers was achieved with a sandwich fabrication consisting of stressed skin fiberglass surface panels and a controlled density, fire resistant, thermo-setting plastic foam core.

## Airborne Subsidiary Opens Idlewild Office

Cross World Air Cargo Corp., subsidiary of Airborne Freight Corp., a San Francisco based international air freight forwarder, has opened an office at New York's Idlewild International Airport. The move is designed to improve service and more fully coordinate operations with Pan Maritime Cargo Service, another Airborne subsidiary based in New York City.

The new Cross World office will be managed by William Fox who will be located in Room 226, Cargo Building No. 80.

## The Old And New . . .



*Familiar Airborne Freight Corp. trade mark (left) is replaced (below) by a sleek new emblem which will identify parent firm and all subsidiaries of the big air freight forwarder.*

**AIRBORNE**



## International Cargo Crown Claimed By Miami Airport

The City of Miami claims that more international cargo is flown in and out of Miami International Airport than any other terminal in the world. Combined international and domestic air cargo, the city reports, has more than doubled in Miami during the past decade to reach a total of 206,273,548 pounds per year.

On a daily basis, cargo handlers load and unload 565,136 pounds of goods. More than 75% of this total is international cargo, flowing to and from Central and South America, the islands of the Caribbean and other international points.

## S&W Containerizes Military Mail Shipments

Containerization for the commercial air movement of military mail to Europe has been adopted by Seaboard & Western Airlines. S&W's new aluminum container has a capacity of 140 cubic feet and can hold between 1600 and 2000 pounds of mail.

The units, which S&W says speed loading and provide additional security, are sealed by postal authorities in New York and are opened by military postal authorities at their European destinations.

## Miami Animal Shipper Enthusiastic About Jets

Live animals and birds are being handled far more satisfactorily on jets than on regular cargo planes, according to Alton V. Freeman, president of the Miami Rare Bird Farm. Most important factors, Freeman says, are the climatic conditions and air pressure in the belly compartment of the jets which are identical to the passenger compartment and provide normal living conditions for livestock.

"The vast space available in these fast and large planes makes it possible for them to handle nearly everything in the animal or bird line carried by regular freight planes," he emphasizes.

As a large shipper in the animal zoo field, Freeman noticed some initial airline hesitancy to carry livestock on a passenger jet.

"But," he observes, "the airlines learned that it is a satisfactory and profitable item. Far more important, too, is the goodwill of both the shipper and consignee for the rapid and excellent arrival condition of shipments."

Freeman's only wish is that all jet carriers will soon follow the lead of the few and provide the animal shipper with efficient jet service.

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# AIR CARGO

NOVEMBER, 1960

Vol. 4 No. 11



By DONALD J. FREDERICK

THE LABEL on an air freight shipment is a valuable piece of paper. Although it is one of the shipper's most trusted friends, the label should not be taken for granted. A label or stencil carelessly applied is costly. Millions of dollars are lost each year as a result of poor marking.

This trend has given correct marking, which was once considered a part of the packaging process, an independent role in sound shipping practice. Proper marking gives a shipment personality and character.

Several methods of marking can get the shipment to destination. Brush, label, rubber stamp, stencil, crayon or tag all do the job. But the job must be done properly and legibly for the many pairs of eyes which read a shipment from origin to destination. Correct marking is easily understood by all members of the shipping community—cargo handler, consignee, consignor, driver, dock man, and checker.

Thus, the most important element of marking is readability. A shipment which is marked plainly and durably with the name and address of only one consignee at one address and destination retains its identity. At the same time, confusion with similar shipments at transfer points en route is eliminated.

As a further safeguard, county and state, as well as the city of destination, should be noted on a shipment. Many states have two or more cities, stations, or towns with the same name.

The shipper can combat this duality by carefully examining shipments destined for delivery in a state having two or more points of the same name. This will insure that destination, state and county are clearly spelled out.

The ordinary label or stencil ought not to recite more than the name and address of the shipper, point of origin, destination, the consignee's name and address. If necessary, the names and addresses of any consignees beyond destination point are included. Shipments consigned for export through a broker or agent must be marked with the name and address of the broker or agent.

The number of address labels pasted on a shipment is largely up to the shipper's discretion. Two or three labels could be pasted on a parcel of sufficient size, assuring easy identification from more than one side. In the case of paper wrapped packages, it is a good idea to place a second address slip inside the box just in case the outside wrapper is mutilated or torn.

Multi-labeling of shipments can also be a harassment. A constant education effort is necessary to drive home the fact that all old labels, addresses and markings should be removed from reusable shipping packages.

An Air Force P-MH bulletin forcefully points up this problem. The 16th Air Force reported receipt of a two-cubic-foot box with 23 separate labels affixed to its outer surface. The question was raised. "Are all of them really essential?" The Air Force was inclined to think that they were not. "If they are," the bulletin commented, "we have certainly approached the ridiculous."

The bulletin goes on to point out that certain labels and markings are authorized and required by the rules and regulations governing shipments. It says: "if a label is required, by all means put it on! If not, putting it on will only lessen the effectiveness of those that are really necessary."

The delicate shipment is a thing apart. It demands special treatment which can be afforded through the simple expediency of attaching a "Fragile" label in a conspicuous place on the package. Similarly, "Handle with Care, This End Up," and other precautionary marks are usually effective when judiciously used.

Unless such special markings are applied, fragile shipments are handled no differently than any other.

A cargo representative with one of the foreign flag airlines has noticed the increasing use of special stickers on shipments. "Some shippers are overworking the Fragile and This Side Up labels," he observed.

The label is the most popular form of marking and in many ways the most demanding. It requires constant attention and must be securely attached with a good quality glue or other adhesive material.

American Airlines uses sodium silicate or water glass to affix lot labels to air freight shipments. This solution is mixed with water like the standard martini, 3 to 1. The labels are slapped on with a normal paint brush.

Colors can make labels stand out. Red is a favorite among many shippers and service organizations.

Air Cargo, Inc., representing the cartagemen who serve the scheduled airlines in this country, has designed a new red and white label to help airlines and cartagemen in their efforts to ease identification of shipments which need immediate local delivery.

Endorsed by ACI's contractor's advisory board, the label was adopted in an effort to speed handling at destination.

The National Safe Transit Committee also chose red, along with a bright yellow, to identify a certified packaged product. Under the NSTC program, packaged products are pre-shipment tested to cut damage loss. As Bud Wilkinson, the organization's secretary points out: "Red and yellow were chosen for easy identification; they stand out."

The label seems to be losing some ground to the imprint and stencil. Advocates of these forms of marking hold that they are more economical. They maintain that the cost of glue and the manpower time employed in applying a label are expensive.

The imprint or the stencil, however, is not without pitfalls. Ink is the primary culprit. A poor quality ink can rub off or become blurred in transit just due to normal handling. In addition, exposure to dampness or contact with other packages can blur ink and send a package astray.

The lettering on a stencil should be large and legible, to permit easy identification. Consider the poor freight handler on a pitch black night in an aircraft belly compartment, trying to identify your shipment with a flashlight.

Crayon used to mark shipments presents the same problems as ink. The crayon should be of sufficient quality to produce a marking durable enough to withstand ordinary transportation handling and some

exposure to weather.

In the case of tags, an additional danger is separation. A shipment of loose articles, pipe for example, can shake a tag unless it is secured by a strong cord or wire which will not break when the shipment is shifted.

Tags on crated articles should also be securely attached by a strong cord, wire or metal tag fasteners.

The military has established its own marking guidelines in a booklet entitled "Military Standard Marking for Shipment and Storage"—MIL-STD-129B. It is available from the Superintendent of Documents, United States Government Printing Office, Washington 25, D.C. Price is 45¢.

The bulletin emphasizes that addresses on overseas shipments should be the most conspicuous marking on a container and should be as large as the available space and stencil limitations will permit.

Several other situations demand special attention.

A shipper is bound under law by Interstate Commerce Commission and the Federal Aviation Agency to identify dangerous and restricted articles. They must be labelled, by the official shipping terms noted in government regulations. Trade names are not acceptable.

The list of restricted articles includes such items as flammables (either liquid, solid, or gaseous), corrosives, poisons, radioactive substances, magnetic material, noxious or irritating substances, or articles possessing inherent qualities which make them unsuitable for ordinary shipping practices.

A package traveling via air parcel post must be clearly marked "Air Parcel Post" or "Via Air Mail" on the address side and on each end and side. Labels bearing these words are readily available.

Collect on delivery shipments require identification. The shipper must put the letters "C.O.D.," and the total amount to be collected on each shipment.

A useful check-list for preparing shipments is presented by the Proper Marking Association, P.O. Box 537, Carbondale, Ill., an organization made up of stencil machine and supply manufacturers, which advises shippers to follow these six, cardinal, marking rules:

1. Mark it plainly. Stencil with big bold markings that stand out as print that can be read by everyone.

2. Mark it durably. Use stencil ink that is guaranteed to be waterproof, weather-proof and smear-proof. Remember a "lost address means a lost shipment."

3. Show county. Add county to address where duplicated city names occur in some states. Take time to make the address complete.

4. Remove old markings. Re-used shipping containers must have old marks removed by obliterating paint, by gum taped over the old mark, or by scraping off the old marks.

5. Save your stencils. They can be used several thousand times; every address is identical, no chance for error. Start a good stencil filing system.

6. Be a perfect shipper. Pack it right. Mark it right. Be proud of the appearance of your shipment. Do your part to eliminate the unnecessary loss of \$10 million a year due to poor marking.

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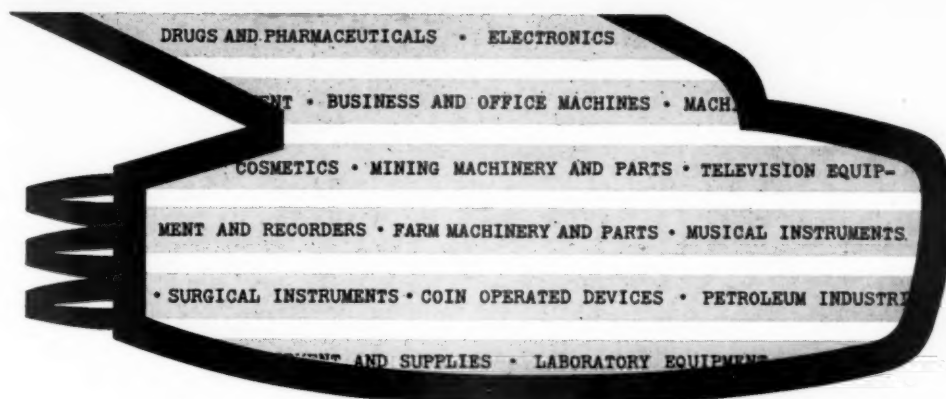
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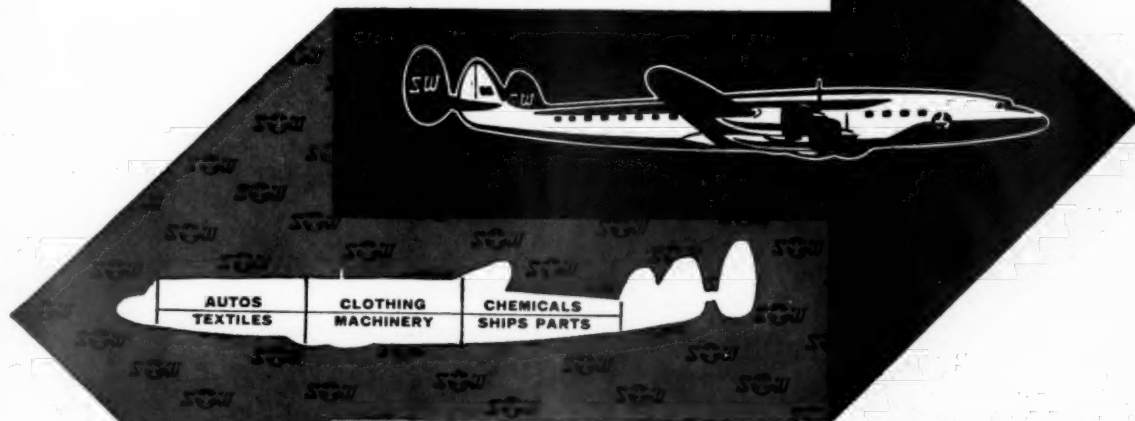
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# The Big Shipments Should Earn The Low Rates

**Says the cargo sales manager  
of Scandinavian Airlines System  
to Anthony Vandyk**



*Kaj B. Justesen has been Cargo Sales Manager of SAS since 1954. A Dane, he was in the shipping business from 1934 to 1937. In the latter year he joined DDL, the Danish Airline which is now part of the SAS Consortium. He became Cargo Sales Manager of DDL in 1947 and a year later was promoted Cargo Sales Manager of the European Division of SAS. In 1951 he was named Deputy Cargo Manager for the entire SAS system and three years later was promoted to his present position.*

SCANDINAVIAN AIRLINES SYSTEM is a consortium formed in 1946 from Danish Airlines (DDL), Norwegian Airlines (DNL), and the Swedish Airlines (ABA). The parent organizations, now holding companies, provided SAS with capital, personnel, and equipment, and retired from active airline management. Headquarters of SAS are in Stockholm, but cargo activity is centered in the cargo terminal in Copenhagen.

**Q.** What are the all-cargo operations of SAS?

**A.** We operate a very extensive all-cargo system in Europe with C-46 equipment. There are four flights weekly from Scandinavia to Paris, three to Northern Italy and numerous services within Scandinavia. Also, there are five flights weekly between Copenhagen and Amsterdam, and, in cooperation with British European Airways, six flights weekly between Copenhagen and London. On the London route we charter Viscount capacity

from BEA.

**Q.** Why do you use C-46s?

**A.** We originally planned to use our own DC-3s but investigation proved that the DC-3 was not the right aircraft for all-cargo operations within Europe. The C-46 is almost ideal for us. It is cheaper to operate and quite a bit faster than the DC-3. The big loading doors enable us to carry almost any type of freight and the 6½ ton capacity of the C-46 is far greater than the load we can carry on a DC-3.

**Q.** Why do you not operate any all-cargo services across the North Atlantic?

**A.** Actually we did for a period of three years several years ago with DC-4s. However, it seemed to be too early. The loss was too heavy, so we decided to discontinue. We also know that the all-cargo equipment that has been available until now has not made it possible for carriers to make a profit on this kind of activity. As far as we are concerned the cargo capacity of-

fered on our combined services has, up till now, met the demand satisfactorily.

Our calculations also show that even with a DC-7C converted into a freighter it is doubtful that we can make both ends meet, bearing in mind the downward trend of the rate level.

**Q.** Does this mean then that you are not interested in the new turbine freighters which manufacturers are putting on the market?

**A.** Not at all. What I said earlier refers to an all-cargo operation, if it is considered on its own merits. For combination carriers there are many other aspects to take into consideration. There can be no doubt that from an overall view, we have reached the point where all-cargo services on the North Atlantic will show a positive result.

Speaking about turbine freighters, there is every indication that they will be sufficiently cheap in operation to make all-cargo operation profitable even with a further decrease in the cargo rates. Certainly at the rate traffic is building up it might not be too long before we shall be able to fill turbine freighters. Until such time when they will be available, we shall probably have to supplement our cargo capacity on the DC-8s which can probably only be done by the introduction of freighters.

**Q.** What do the Scandinavian shippers and forwarders think about the new North Atlantic commodity rates which were introduced in April?

**A.** Well, of course, they are pleased to see a reduction but they are a little confused that the reduction is only for certain commodities and only applies to one route. However, it must not be forgotten that the introduction of the developmental rates was a drastic step inasmuch as they involved reductions of up to 80%.

Obviously, the economy of the airlines does not permit us to carry through such a high reduction on a general basis. The present rate structure has not reached its final stage, by any means.

**Q.** Do you think freight forwarders receive sufficient compensation from the airlines?

**A.** Well, there are certainly a lot of agencies approved by the International Air Transport Association compared with the total amount of business. So when you find the average amount of business per agent, you can see that it is difficult for any of them to make a living from air cargo alone. The contrast with steamship companies is very great. Each steamship company appoints just one general agent who gets his commission.

I believe that we must ensure that

freight forwarders receive reasonable compensation for their services whether it be by higher commission, a fee, or consolidation possibilities. We must particularly try to make it more interesting for forwarders to encourage short-haul air cargo. At present they make more money on shipping by sea for short-journeys. On the other hand, long-haul shipments are probably more profitable to the forwarder when sent by air.

**Q.** What do you think about the future of air cargo rates?

**A.** They must go down and we must be prepared to face a further decrease in our average yield during the coming years. This is necessary if we want to achieve our aim, namely to get more regular freight in the air and thereby a lower proportion of emergency shipments. There is a limit to how much our traffic can be developed purely from the speed of our aircraft. Therefore, the airlines will have to concentrate on the traffic moving by surface. A big share of this market can only be had through sufficiently attractive rates.

**Q.** Have you any views on break points?

**A.** As in other lines of business, it would be natural for big consignments to enjoy lower rates. I would wel-

come a solution whereby we could simplify the rate pattern to the benefit of both the shippers and the forwarders and ourselves. Admittedly, the present rating system is extremely complicated and difficult to work with. However, the problem is so complex that a clean cut breakpoint system, which would otherwise be wonderful, would not be the only answer.

The main obstacle arises from the fact that the general cargo rates are unrealistic for almost all regular movements of traffic. As already indicated, all-cargo routes have generally been uneconomical, which explains the interest of the airlines in keeping the average yield as high as possible. On the other hand, we need reductions of up to 80% to get regular traffic. This means that if we want to introduce a rate pattern based on break points the lowest rate with the highest weight break would have to be at this low level.

In other words, there would be a rate spread of some 80%, which would certainly stimulate the public to collect big shipments, so that they would be entitled to this low rate. This again would completely spoil the economy of the airlines. It would furthermore invite a deviation of traffic, which for countries with relatively small markets,

such as the three Scandinavian countries, would involve the risk that the traffic be diverted via points where the traffic is big enough to reach the lowest rate without having to delay the shipments.

Another disadvantage would be the lack of flexibility inasmuch as the rates would have to be fixed in relation to the distance. As a principle this is natural. If we, however, consider the necessity to attract our new traffic from the surface carriers, we must have a possibility to set our rates in relation to the cost of surface transportation. Here in Scandinavia, with our numerous seaports, we are very much in competition with steamship companies. Our situation is very different from countries on the continent like, say, Austria, where a shipment sent by surface transportation has to make a long overland journey before being transferred to a ship for the journey across the Atlantic. Obviously, the forwarding in such a case warrants higher costs than the cost to and from Scandinavia. Most of our industries are located at our very near seaports.

Therefore, I feel that a certain flexibility must be maintained not only in our own interest but in the interest of the airline industry as a whole.

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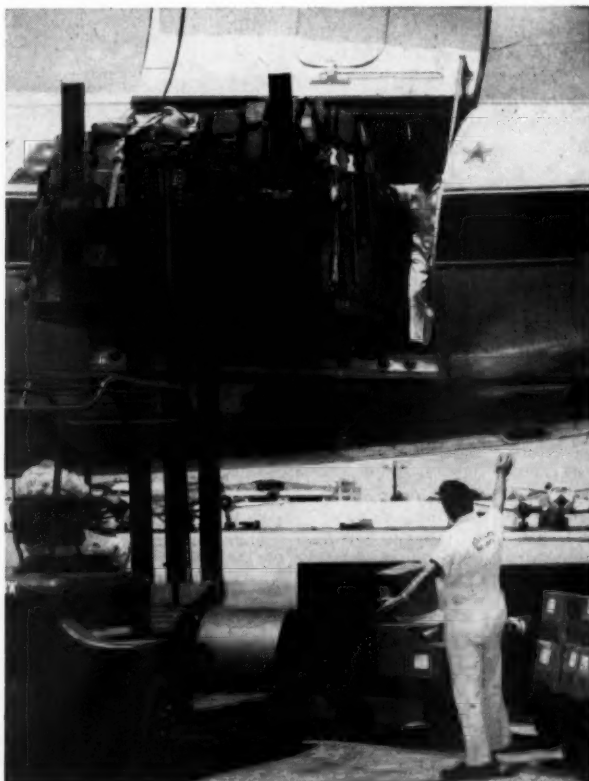
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## EASTERN AIR LINES



# Fresh From Air Freight

**Marathon Battery Company of Wausau maintains quality control from the factory to the customer by using air freight**

**A** HEARING AID BATTERY, just as an egg, is not much good unless it is fresh. To insure the freshness of its hearing aid batteries, the Marathon Battery Company uses air freight.

Marathon, located in Wausau, Wisconsin, decided to try air freight in 1957 because of the economies promised.

Before the air distribution system was tried, Marathon had maintained warehouse facilities in New Jersey, near New York City, and on the West Coast, in Los Angeles.

A sharp increase in the New Jersey warehousing charges precipitated the change. Working with American Airlines' distribution consultant service, a product by product examination of Marathon's distribution program was made. All costs were examined. E. D. McEachron, secretary-treasurer and general sales manager of Marathon, termed American's evaluation the "finest sales presentation I have ever seen."

It was decided that hearing aid batteries, because of their high unit value should move by air.

Hearing aid batteries are small. One, for instance, is 29/64th inches in diameter by 1 and 11/64th inches long. Its weight is less than a quarter of an ounce. A box of 48 weighs less than a pound, including the weight of the box.

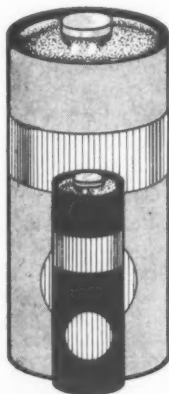
Hearing aid batteries range in value from \$1.50 to \$3.00 per pound. They are semi-perishable. That is, shelf time can sap a battery's strength.

## Manufacturing For Others

Marathon manufactures batteries under its own name or under the labels of other battery firms. For the most part, the hearing aid batteries are shipped directly to the customer, rather than through product distributors.

McEachron said that for air distribution in the New York City area, the hearing aid batteries are prepackaged for delivery by U.S. Mail, then flown to New York addressed to the Post Office which breaks bulk and makes the zone 1 and zone 2 deliveries.

Savings and favorable customer reaction were immediate as soon as the



*Tiny when compared to a flashlight battery, a hearing aid battery nevertheless does a big job. Being so tiny leaves little margin for error. Quality is rigidly controlled all of the way to the user.*

air distribution program was adopted. At the outside, three days was the maximum time required to get the batteries from Marathon in Wausau to the customer in the New York area.

Marathon ships 50 to 100 pounds of hearing aid batteries two to three times a week. The batteries are trucked to the airport at Chicago (about 275 miles) after the close of business. The following morning, the batteries are in New York. In some cases, the batteries make the next morning deliveries of the postman.

Before the air distribution program was adopted, McEachron estimated Marathon was paying some 22% of the selling price for distribution in the New York area. Promised, was a saving of 50%. Actually, after the first week, Marathon found distribution costs had been reduced to about 9% of the selling price.

Marathon is not a big company. In 1959, total sales ran \$4,277,000. Of the total, \$4,075,000 was from the sale of batteries, to about 500 accounts. Hearing aid batteries provide approximately 5% of the company's gross, dollarwise, or a little over \$200,000. The profit margin on batteries is very low, McEachron said. Thus, savings in distribution costs are exceedingly important.

Equally important is the good customer relations that air distribution has brought. When the company was founded in 1923 by E. J. McEachron (E. D.'s father), there were approximately 30 manufacturers in the field. Today, there are seven who make carbon-zinc type dry batteries. Mara-

thon is the largest of the completely independent dry battery manufacturers. Those larger are divisions of big corporations.

Marathon does not have a large advertising budget. Instead, E. D. McEachron said, the company imposes rigid quality controls to keep old customers satisfied.

"And," he continued, "they tell others."

"This makes air distribution particularly attractive to us. We produce a good battery. By air, we control it all the way to the customer's hands. That is, we don't run the risk of letting some warehouseman, who may not understand batteries, send out a battery which has been too long on the shelf."

Even in Wausau, at the point of manufacture, Marathon does less storing. Customers are provided with air mail order forms so that the entire transaction can be completed quickly. In this way, Marathon stays close to consumer needs and paces production accordingly.

## All Dry Cells Produced

In addition to the hearing aid batteries, Marathon makes a complete line of other dry cell batteries, plus various special purpose batteries as requested by customers.

For the most part, the distribution of such items as flashlight batteries is made via surface transport. It is a matter of economics, says McEachron. Flashlight batteries are worth from 35¢ to 40¢ per pound. However, he explained, our customers have been told that we can, and will, use air freight to fill an urgently needed order.

McEachron expects Marathon's use of air freight to grow. Distribution of hearing aid batteries on the West Coast is still handled out of Los Angeles. But rising costs, not matched by air freight rates, has Marathon re-examining the Los Angeles warehouse operation.

Furthermore, the trend to miniaturization in the electronics industry means power sources are getting smaller. As the power source, batteries, get smaller, the value per pound increases—which means the use of air freight will increase.



# From The Rostrum



*"The Role of a Truck in the Performance of Air Cargo" was a paper presented by Emery F. Johnson, president, Air Cargo, Inc., before the Midwestern Meeting on Air Logistics, Institute*

*of the Aeronautical Sciences, at Tulsa, Oklahoma. The following are excerpts from this paper.*

TOO MANY OF US who talk about air cargo are frequently inclined to view the entire business as beginning and ending with a shiny aluminum multi-million dollar monster, which incorporates every latest technical advance, and hurtles through the air at a speed approaching that of sound. We think of ourselves as men of wide horizons (and hopefully are) but often seem to lack the breadth of vision necessary to grasp the vital link which a \$5,000 truck plays in the total scheme of usefully serving commercial shippers and receivers . . . The aluminum monster will never have the first pound to carry—without the \$5,000 truck and many, many of its counterparts. It is an important cog.

Furthermore, it is a cog which must be provided, or at least arranged for, by the airline. Shippers want merchandise accepted from them at their place of business, and receivers want it delivered direct to their premises. They want door-to-door service for their merchandise traffic (even though they may own and operate other trucks), and they are the ones who pay the bill. All other forms of property transportation offer such service; the airlines compete with them; and, consequently, must do likewise.

## PU&D Recognized

. . . In providing pick-up and delivery, the airlines recognize that despite the importance of ground transportation in the total scheme of air freight, they are not in the motor trucking business. They are *air* carriers—and as a policy matter, they, therefore, join hands with those who are in business on the ground in order to present their complete package to the shipping public. They do this by contract.

Furthermore, in obtaining their local cartage services by contract, the air carriers gain several important advantages.

Three of the most obvious are: (1) The necessity for outlay of any airline capital in motor vehicles is eliminated; (2) additional union labor contracts are avoided; and (3) the service of competent owner-management becomes available for local pick-up and delivery activity . . .

This has worked rather effectively. Pick-up and delivery for air freight is available at almost every major city in the country today. Over two million shipments were handled in the service during 1959, and the volume continues to grow at a rate approximating 20% per year.

Pick-up and delivery has been an "exempt" type of operation since initial passage of the Interstate Commerce Act.

## CAB, ICC Agree

An early understanding between the Board and the Commission was reached that, subject to exceptions in the cases of remote airports such as Willow Run (Detroit) and large metropolitan areas, the area contained within a radius of twenty-five miles around the city limits of the certificated point and around the airport designated by the Board to serve that point could reasonably be regarded as the terminal area of that city.

Proceeding in this fashion has created a wealth of pick-up and delivery, serving more than 4,000 communities contiguous or adjacent to the 650 airport cities where direct air freight service is available, but—even the combined total of these two figures means direct service to less than 5,000 communities. This is not enough.

The Bureau of the Census says there are 130 cities having a population in excess of 100,000 each. There are, in addition, approximately 1,200 cities which are incorporated and have populations in excess of 10,000—and beyond this are more than 15,000 additional ones in smaller categories. This adds up to almost 17,000 cities, excluding many smaller points (and industrial areas) not even recognized in the city category.

To serve this expansive territory, which lies beyond the reasonable limits of pick-up and delivery, we turn again to the \$5,000 truck. We need the coverage and flexibility it alone provides. Railway Express has service to and from 22,000 offices in the U.S., and this impressive total is eclipsed in but two instances. One of these is the Post Office Department, which lists 46,000 individual post offices—but

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which are no good for air freight. The other is by motor freight, which, in testimony before the 85th Congress, indicated truck rates published to and from 54,500 individually named locations—a masterpiece of coverage, indeed! Affinity with the motor truck in this instance not only permits a natural consumer expansion for air freight but also effects a direct tie-in with the very vehicle which must bring every pound to the shiny aluminum monster.

The air freight customer wants a smooth and effective interchange of his traffic, and, consequently, air and motor carriers must get together and agree upon interline matters such as the extension of credit, the collection of charges, the shipping documents to be used, and even the handling of claims.

The airlines actually assumed the lead in this regard as early as 1948-49, at which time they, unfortunately, discovered such efforts were premature, based upon the small volume of air freight then existent. Now the picture has changed. A recent survey made on the Los Angeles International Airport disclosed no less than 95 connecting motor carrier trucks on the airport within a single 24-hour period. Acting in response to the needs of the tangible amount of air/motor business which is now a demonstrated fact, the airlines have recently revitalized their

connecting carrier efforts.

A typical one of these effects 26 connecting motor carriers who collectively serve 472 points radiating outward from 19 of the airline's own cities. Such arrangements provide a single through shipping document; joint through rates; uniform carrier liability; and many other important advantages. Yet there is one thing statistically wrong with such individual approach, and it may well collapse through sheer weight of numbers unless corrected quickly.

On one hand, there are 28 U.S. domestic airlines offering air freight service today. On the other, there are no less than 955 present motor carriers of Class I rank. For each airline to consummate its own interline arrangements with each of the truckers would require an exaggerated amount of 27,000 individual connecting carrier arrangements and agreements. This is, obviously, too much of a paperwork burden to assume, and, accordingly, it now appears the airlines may reach an early decision to again proceed jointly. In other words, to operate through Air Cargo, Inc., to effect interline agreements for connecting air/motor service in much the same fashion the corporation has contracted for consolidated pick-up and delivery requirements in the past.

There is still another remaining

role to be considered before the truck is completely oriented in the full air cargo picture. This is in performing "substitute" service; i.e., the outright substitution of motor transportation in lieu of air transportation for some portion of a through movement.

Much of air cargo's future growth will be closely identified with this particular trend, which appears to be forced by the increasing size of aircraft on the one hand and the broad-scale decentralization of both industry and population upon the other.

There is no longer a Greater New York, or a Greater Boston, Philadelphia, Baltimore or Washington. What we now have is virtually one 600-mile city from Maine to Virginia. Actually, there are only two stretches in this 600-mile city—one of 2 miles, the other 17 miles, which are not part of metropolitan areas. And while this 600-mile "city" comprises less than 4% of the nation's land area, it represents 21% of its population and 24% of its retail sales.

### Substitution Makes Sense

This substitution of a truck for air service makes sense from the point of both service and rates, and will do so until its need may be vitiated by the development of so much volume that direct service cannot be denied—or of a cargo aircraft with a completely new set of economic characteristics. Let me give you an example: In Macon, Georgia, a single large shipper (a branch of the Department of Defense) often develops as much as 43,000 pounds of outbound Air Freight each night, moving to all corners of the globe, and is not compensated for by any equivalent inbound movement. Macon is presently served by two air carriers, with a total of seventeen twin-engined passenger flights per day, of which all the evening schedules combined cannot provide the cargo capacity required.

It would be some form of sheer economic folly to ferry empty cargo aircraft into Macon each evening to directly handle this particular freight when you consider that the bulk of it would thereafter move only 81 air miles to Atlanta, at which point it is trans-shipped to at least three other air carriers for movement beyond. Furthermore, we can actually improve service and at the same time eliminate at least three loading and transfer operations by placing this air cargo on a truck at Macon; substituting motor transportation for air transportation from there to Atlanta; and thence delivering directly to the onward air carriers at that latter point. Substitute service often makes this same kind of good sense.

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CAB

## San Juan Rate Proposals Draw Board Rejection

The latest in a series of moves to reduce specific commodity rates in the New York-San Juan market has been turned back by Civil Aeronautics Board.

Filed by Riddle Airlines and Pan American World Airways, the proposals were described by the Board as "one more step in a series of tariff filings which have resulted in very substantial reductions in cargo rates in this market." The Board reminded the carriers that similar proposals for rate reductions were already under suspension and investigation.

The Board was referring to Order E-15521, dated July 8, 1960, which set up an investigation of reduced commodity proposals in the market. In this order, the Board called attention to outward signs of a cargo

"rate war," and stated: "In 1959, the general commodity rate for shipments in minimum weights of 100 pounds in the New York-San Juan market was \$20 per hundred pounds and the rate for shipments in minimum weights of 3300 pounds in the same market was \$17 per hundred. In less than nine months, the air carriers offering cargo service between the mainland and Puerto Rico have filed a series of revisions to their rates and charges culminating in the latest proposals."

### MATS' Airlift Contracts To Run For Calendar Year

New Military Air Transport Service contracts with commercial carriers for airlift will run from January 1 through December 31. The dates are a switch

from previous contracts which were awarded for the fiscal year, October 1 through September 30.

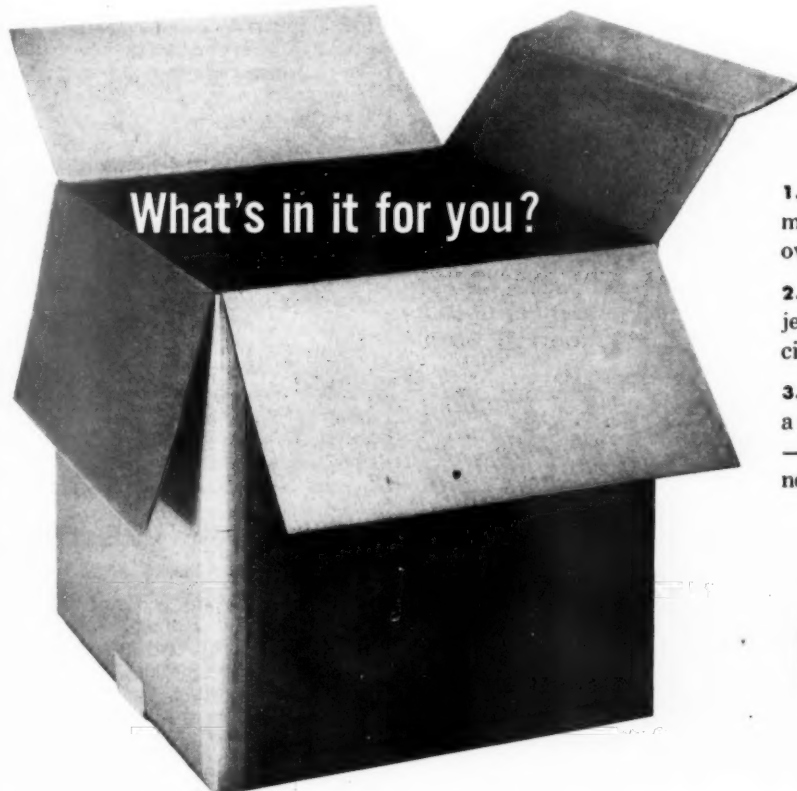
The Department of Defense adopted the calendar scheme as a result of the Civil Aeronautics Board's recent directive which revised MATS' competitive bidding practices. Under the revised set up, CAB set a 2.9¢ floor on seat mile rates for plane load traffic.

Although no firms dates were available at AIR CARGO press time, MATS said it anticipated that bids would be processed and awards made by the middle of November.

Meanwhile, several carriers have received Board exemptions to cover MATS' requirements during the interim September-December period. The exemptions were issued to give the Air Force time to come up with the procedural steps necessary to implement the January awards.

The Board has not had the same problems with the domestic movement of military traffic. Rates covering this traffic were not considered depressed.

Accordingly, domestic contracts covering the movement of military traffic went into effect, along with blanket exemption authority, on July 1. The one year extension will apply to



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regular and supplemental carriers for operation of Commercial Air Movements for the Army's Military Traffic Management Agency. MTMA monitors all domestic military movements. The order also authorizes the supplementals to continue joint activities at military installations.

In the case of Air Force Logair, Navy Quicktrans contracts and similar pacts with The National Aeronautical and Space agency and Air Force Ballistic Missile Division, the Board ruled that they constitute sufficiently special situations to merit exemption authority, until June 30, 1961.

## Alaska And Hawaiian Get Big Civil Charters

Exemptions which will permit Hawaiian Airlines and Alaska Airlines to engage in large commercial charter operations have been approved by Civil Aeronautics Board.

Hawaiian was authorized to haul cargo and passengers under a contract with the Western Electric Company. The contract will expire September 30, 1961.

The carrier will fly weekly schedules between Stockton, Los Angeles, or San Francisco, California, on the one

hand, and Kwajalein Island on the other, via Honolulu and Johnston Island.

Hawaiian's operations will be conducted in support of Western Electric's prime contract with the Military Establishment.

Alaska will fly cargo and passengers under a contract with the Radio Corporation of America. The contract calls for one round-trip a week between Philadelphia and Clear, Alaska, via Syracuse, New York through August 1961.

Alaska will perform its charter in support of RCA's military contract for development and support of Ballistic Missile Early Warning System installations.

In granting the necessary exemptions, the Board noted that both contracts are in direct support of national defense projects. "As such," CAB said, "they are impressed with a public interest which sets them apart from ordinary commercial arrangements."

## WTC Tariff Revision Rejected By Board

A tariff proposal by Western Transportation Co., d/b/a WTC Air Freight which would amend rules for assembly service has been blocked by Civil Aeronautics Board.

Specifically, WTC, a domestic air freight forwarder based in Los Angeles, proposed to extend the period of time during which parts of a shipment may be turned over to carrier for assembly, from 24 to 48 hours.

In rejecting the WTC move, the Board noted that the forwarder's proposal had run a foul of the Agency's prior decision in the "Investigation of Accumulation, Assembly and Distribution Rules Case." The Board, in this decision, found that 24 hours was the maximum assembly period permitted.

Ordering suspension and investigation of the WTC revision, the Board explained that it did so "in order to prevent such carrier from gaining a competitive advantage over other air freight forwarders who would not be able to maintain a similar rule."

## Board Proposes Limitations On Air Taxi Operators

A notice of proposed rule making reclassifying and limiting the scope of services which air taxi operators may provide has been proposed by Civil Aeronautics Board.

As defined by the Board, air taxi operators are those air carriers using aircraft with a maximum take-off weight not exceeding 12,500 pounds.



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In 1952, the Board described the role of the air taxi operator as an air carrier whose purpose was "to provide connecting air services to off-route points or 'jitney' services of a kind not offered by other air carriers."

In calling for new limits on air taxi service, the Board heeded reports that some air taxi operators were moving property and persons for compensation with large aircraft. "Participation," CAB said, "in such services which are not subject to Board jurisdiction in air transportation services, creates serious enforcement and regulatory problems for the Board, and in addition aggravates the competitive effect of such operations on services authorized and regulated by the Board."

To remedy the situation, the Board, would limit exemption authority to those air taxi operators who do not fly for compensation or hire except as strictly defined under the Board's economic regulation governing air taxi operations, Part 298.

The Board would also clamp down on any air taxi operator which provides service between points where CAB has certificated air carriers to provide "community center and inter-airport service."

## Ecuadorian Airline Awarded Foreign Permit

Linea Internacional Aerea, S.A. (LIA), an Ecuadorian airline, has been issued a foreign air carrier permit by CAB which authorizes service between: 1. a point or points in Ecuador, and Miami, via the intermediate points Panama, San Andres Island, Colombia, and Havana, Cuba, and 2. a point or points in Ecuador and the terminal Miami via the intermediate points Bogota, Colombia, and Kingston, Jamaica.

The permit, which was signed by President Eisenhower, will run for three years.

## CAB BRIEFS

Ozark and Northwest airlines have been authorized to serve Rochester, Minn. through the regular use of Rochester Municipal Airport.

West Coast Airlines has been authorized to suspend service temporarily at Newport-Toledo, Oregon.

Aerovias Sud Americana has been allowed to suspend service temporarily for one year at Bogota, Colombia.

## "Chicago Tribune readers in Miami read it while it's hot thanks to Delta Air Freight"



Daily editions of the Chicago Tribune are rushed to readers in Miami in a matter of hours by Delta Air Freight, so the news is fresh and lively.

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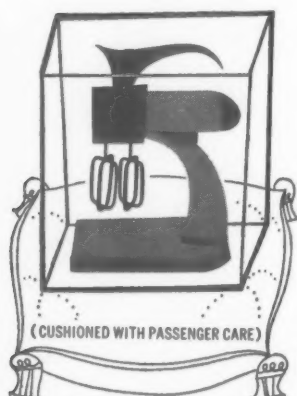
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## Carrier Round-Up

**OLYMPIC AIRWAYS** is offering weekly all-cargo service between London and Athens. Initial schedules are being flown with York freighters which have a capacity of 15,000 pounds.

Eastbound, the cargo flight leaves London at 4:30 a.m. each Sunday and arrives Athens at 3:55 p.m. Westbound, the air freighter leaves Athens on Monday at 5:00 a.m. and arrives in London at 1:15 p.m.

**THE AIR TRANSPORT ASSOCIATION** advises that freight traffic for the U.S. certificated airlines was up 9.2% during the first seven months of the year. Specifically, air freight ton miles for domestic and international operations totalled 353,434,000 through July, as compared with 323,788,000 ton-miles for the same period in 1959.

**BRITISH OVERSEAS AIRWAYS CORP.** and two other airlines received Kudos from Dr. Gardiner Bump, research biologist of the U.S. Department of Interior in Delhi, India for their handling of game bird shipments.

Wrote Bump: "In the past year, 4958 game birds representing ten different species collected from Afghanistan, Nepal, South Korea and India were shipped from New Delhi by airlines with the loss of only twelve birds en route. This is a loss of approximately one bird carried per 2,181,000 air miles flown or one quarter of one per cent of the total number shipped."

**AIR FRANCE** has tied in schedules with **TAROM**, the Rumanian airline, for connecting flights to Bucharest via Paris from New York. The Air France Boeing 707 flights, which leave New York on Tuesdays and Thursdays, link with Tarom Ilyushin 14 jets for the Paris-Bucharest leg.

In another European development, Air France has opened a new office in Frankfurt, Germany located in the business district on the Kaiserstrasse. The facility will serve as Air France headquarters in Central Europe.

**TRANS WORLD AIRLINES** posted a company record for domestic air cargo in August by flying 3,750,000 ton miles for a 54% gain over August, 1959.

International cargo loadings totalled 1,471,000 ton miles, up 107% over August, 1959.

Commenting on the results, S. C. Dunlap, TWA's vice president cargo sales said: "This record by TWA is a direct result of the airline's corporate

decision to become a potent factor in the carriage of air freight on worldwide routes."

**IBERIA AIR LINES** has moved into a new eight story headquarters building at 518 Fifth Avenue, New York City. The Spanish carriers new installation will house executive and sales offices.

**SCANDINAVIAN AIRLINES SYSTEM** and **BRITISH EUROPEAN AIRWAYS** have concluded a new commercial air agreement covering service between the United Kingdom and Scandinavia. The agreement, which will run until 1965, is aimed at developing jet services between the two areas.

**NATIONAL AIR LINES** has begun non-stop DC-6B service between Philadelphia and Jacksonville, Fla.

**CONTINENTAL AIR LINES**, in August, flew 784,000 cargo ton miles for a 76% over the 445,000 recorded in the same month last year.

**PAN AMERICAN AIRWAYS** recently flew a 10-ton oil pump from Houston to Guatemala for the Ohio Oil Company. Broken down into two main sections, the equipment weighing 19,247 pounds was carried on one of Pan Am's DC-7F freighters.

On the European scene, PAA has opened what it terms "the first American airline office in Eastern Europe in Warsaw, Poland. The office temporarily is located in the Bristol Orbis Hotel in central Warsaw.

**AMERICAN AIRLINES** attributes August gains in air cargo to a heavier use by shippers of jet freight. AA's air freight shipments accounted for 9,803,000 ton miles, up 7% over August 1959. Express was up 8% to 1,050,000 ton miles, and first class mail increased 11% to 240,000 ton miles.

**INI AIRLINES** of Argentina claims to have completed the largest air shipment of vital engine parts to Argentina. The 3300 pound shipment of overhaul and replacement parts was shipped by Caterpillar Tractor Co. at Hialeah, Fla. to the Argentine government oil fields. On the same flight were three aircraft engines, a disassembled four-door automobile and other general cargo.

**THE FLYING TIGER LINE** reports that operations for the fiscal year end-

AIR CARGO



ing June 30, 1960 resulted in a loss of \$998,668, compared to net income and special items of \$1,391,366 in the previous year. FTL president Robert W. Prescott blamed the loss on "a paralyzing rate situation in the military contract field."

The carrier's revenues amounted to \$25,987,014, compared to \$34,579,936 in the preceding year. Air freight revenues increased to \$14,656,314 from \$13,315,698, but military charter and commercial service sales revenues declined to \$11,330,700 from \$21,264,238.

PANAGRA has received the fourth and final DC-8 jet ordered from the Douglas Aircraft Company.

SABENA, on December 17, will begin two weekly night cargo services with DC-7C equipment between Brussels and New York via Manchester. The service, which was initially inaugurated last year, is intended to deal with the anticipated increase over the North Atlantic

AIRBORNE FREIGHT CORP., in August, recorded a 69% increase in volume of air cargo for a total of more than 5 million ton miles. The same figure in August 1959 was just over 3½ million ton miles.

ALLEGHENY AIRLINES chalked up 894,000 pounds of cargo in August for a 24% increase over the same period last year.

SWISSAIR says that negotiations are now under way for serving new destinations in the Near and Middle East with cargo planes in addition to new points within the continent. Six month figures produced at the carrier's annual cargo sales meeting in New York revealed an upsurge in cargo tonnage close to 20% over the same 1959 period.

EAST-WEST AIRLINES, Australian local service airline, reports that it carried 647,725 pounds of freight in 1959.

NORTH CENTRAL AIRLINES, in August, carried 1,152,603 pounds of air freight and express. Based on ton miles, the airline set a company record with 100,630 ton miles carried.

ALL-AMERICAN AIRWAYS, a supplemental carrier incorporated in Florida, has changed its name to SATURN AIRWAYS.

EL AL ISRAEL will begin Boeing 707 jet service next spring between New York and Tel Aviv via Paris and Rome.

UNITED AIR LINES had a good month in September. Freight ton miles totaled 7,182,000, up 9% over September, 1959. Air mail rose 40% to 3,342,000 ton miles.

KODIAK AIRWAYS has been issued a three year certificate to provide air transportation over three route segments in the Kodiak Island area of Alaska.

BRITISH OVERSEAS AIRWAYS CORP. has asked the British Air Transport Advisory Council for clearance to add optional traffic stops at Philadel-

phia and Washington on routes to the U.S. The wording in the application mentioned the inclusion of Philadelphia and Washington stops on the route: "London-Manchester-Prestwick or Shannon-Keflavik and/or Gander-Boston and/or New York and/or Detroit and/or Chicago and/or Los Angeles and/or San Francisco."

THE FLYING TIGER LINE, next year, plans to move Seattle operations from Boeing Field to the Seattle-Tacoma International Airport. The move hinges on the negotiation of a lease with the Port of Seattle which operates Seattle-Tacoma.



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## PEOPLE

**Arnold H. Brown** is holding down Eastern Air Lines' new post of assistant manager cargo sales. He will be headquartered at the airline's home office in New York.

Brown's previous post, before joining EAL, was air express sales manager for the Railway Express Agency's southern division. He has also been associated with Riddle Airlines as customer services manager in Atlanta.

**George Morton** has been appointed interline cargo sales representative for North American by Lufthansa. He will coordinate the interline cargo activities which involve the German carrier with other domestic and international airlines.

Commenting on the appointment, Lufthansa noted that with the introduction of Boeing 707 jets on its transatlantic routes and the conversion of L-1049H freighters, Morton's new job is consistent with the airline's expansion in the international cargo market.

Another Lufthansa appointment brings **Leopoldo Ortiz** into the airline's Mexico City office as cargo sales representative. Ortiz, who was liaison officer for the U.S. Embassy in Mexico City, will be based at Avenida Juarez 117.

**Melvin L. Sibulkin**, formerly Swissair's cargo promotion manager, has been moved to district sales manager of the airline's Philadelphia office.

Swissair had high words of praise for Sibulkin's performance while cargo manager. "His belief in this field," the carrier said, "and his imaginative approach, placed Swissair in the foreground of cargo carriers."

"His most spectacular performance," Swissair continued, "was in conjunction with Chrysler Corporation. This brought about the transfer of more than one hundred families' household goods to Swissair's European network."

**Nicholas J. Stavrou** has been boosted from sales representative to cargo sales supervisor for Olympic Airways. The change was made in order to reflect Olympic's growing participation in the air cargo field.

**John C. Danhorst**, assistant manager of tariffs for Delta Air Lines, has been elected chairman of the air

freight tariffs committee of the Air Traffic Conference, a division of the Air Transport Association of America. **R. D. Watson**, director of tariffs, Northwest Airlines, was elected vice chairman of the committee.

**Mrs. Grace Biermann** has been appointed chief of public information for the Civil Aeronautics Board. A veteran of 16 years in the Board's information office, Mrs. Biermann joined the Board in 1939, shortly after its inception.

**Walt Peto** has been advanced to the slot of chief agent-cargo coordinator and **Pete Winkler** has been named district cargo sales manager for Northeast Airlines in New York City.

**John F. Barrett** has joined INI Airlines as U.S. manager. Barrett, who will have his headquarters in Miami, will supervise the Argentine airline's development program for North America.

Before joining INI, Barrett had his own aviation consulting firm, and has been affiliated with Pan American, Flying Tigers and U.S. Airlines. He also held the post of director of traffic and sales for Riddle Airlines.

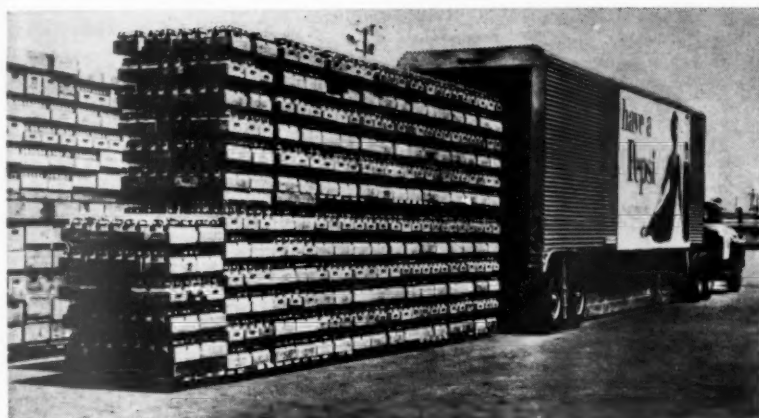
**Floyd W. Yeager** has been named director-military transportation and **Joseph E. Durnin** has been named manager-military transportation for Trans World Airlines. Both have been associated with the airline's military airlift and military sales program for the past several years.

TWA explained that the Military transportation department was set up to coordinate all activities on the carrier's 50,000 mile route system relating to military passenger transportation and contract cargo carriage.

**Ib Kildegarrrd** is filling the post of senior sales representative in SAS's Montreal district office. He joined the SAS' sales staff in Canada as cargo sales representative in 1959.

**Miss Claire Schauer** has resigned as mail and express expeditor after 27 years experience with American Airlines. As an aide to AA's Ben E. Sherwood, director mail and express, she worked closely with Post Office and Railway Express officials.

## New Products and Processes



### New Straddle Trailer Loads, Hauls 40,000 Pounds

A straddle trailer that has its own hydraulic system, picks up the load, holds it secure while traveling, and then unloads at the job site, has been developed by Challenge-Cook Bros. Inc. of Los Angeles. The complete load haul, unload cycle can be handled by one man. Each of the models now in full production can efficiently haul up to 40,000 pounds payload.

The biggest advance of the straddle trailer is its ability to save loading and unloading time, i.e. a 30,000 pound load of steel beams can be loaded or unloaded in just three minutes—a job which normally takes a

crew of five men working with a crane, two hours.

The loads are stacked on pallets or common wood blocks, the driver backs the trailer over the load (walking beam construction eliminates the through axle on the rear tandem) and operates the trailer's hydraulic lifting mechanism by control levers located at the inside of the truck cab or at the front of the trailer. The trailer picks up the load, pallets and all, and automatically centers it as it is raised to transport position.

For further information, write Challenge-Cook Bros., Inc., 3334 San Fernando Road, Los Angeles 65, Calif.

### Lazy Susan Desk Aids UAL Freight Service

A circular desk designed for a lazy susan is now in use at United Air Lines, Midway Airport. Known as a "Mainliner Freight Desk," it has a circumference of 40 feet. Work positions for 10 air freight agent radiate from its lazy susan center like spokes from the hub of the wheel.

The lazy susan is 13 feet in diameter, holds rate cards, tariffs and other basic information required for reference in answering customer's questions. Agents merely push a button to rotate the lazy susan. Each work location has a multi-purpose telephone system which includes private line connections and microphones are provided for direct communications with the freight-handling area at Midway. Telautograph also is used to flash

messages between Chicago's Midway and O'Hare Airports and cargo agents.

The lazy susan desk arrangement was designed and manufactured by Acme Visible Records Company of Crozet, Va.

### New Channel Arrangement Increases Storage

A speedeck channel, recently introduced by Storage Products Corp., will snap into space bars resting on pallet storage racks to form decking for storage of materials that are not palletized.

The channels are available in lengths up to four feet and provide a load

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

# FRANKFURT



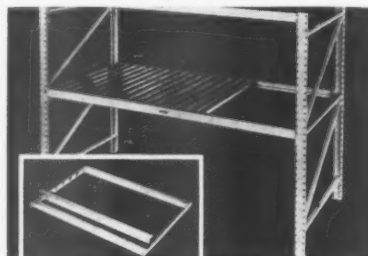
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range of 40 pounds to 1000 pounds per square foot. The channels can be interspaced wherever necessary on the rack between pallet loads. Each channel is two inches wide. Spacer bars hold the channels two inches apart.



For complete information on the Speedeck channels, write Storage Products Corporation, 4418 Oakton Street, Skokie, Illinois.

### Gallery Of Gifts Offers Gift Giving Help

A method of gift giving, called the Gift-Bookard, has been developed by Gallery of Gifts, Inc. as an easy way to say "thank you" to customers, employees and associates. Monarch size, the Gift-Bookard is a combination of personalized greeting card on the cover, a registered gift certificate in the form of a postage paid reply card on the back, and a booklet offering recipients a choice of 24 gifts.

A special feature of the Gift-Bookard is the worthwhile nature of the gifts, each of which is valued to \$10.00. Performance is warranted and bonded by insurance.

Gallery of Gifts does most of the work. The gift-giving-person orders the exact quantity of Gift-Bookards—with his personal or company name imprinted on the greeting card cover. Each recipient selects one gift and mails the gift certificate directly to Gallery of Gifts. All of the printing, handling and postage costs are included in the \$6.50 price the donor pays for each Gift-Bookard.

For additional information, samples, and pictures of the Gift-Bookard, contact Bernard Curtman at Business Publicity Services, 1270 Broadway, New York 1, N.Y.

### Label Stenciling Speeds Shipment Marking

A new touch stenciling marking kit is being offered by Weber Marking Systems. The kit includes a WEB-O-PRINT handprinter with metal stand, twenty-five stencils, a four ounce bottle of fadeproof-waterproof ink (enough for 30,000 impressions), a stylus and

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NOV



a complete illustrated instructions for direct to carton shipment addressing and marking.

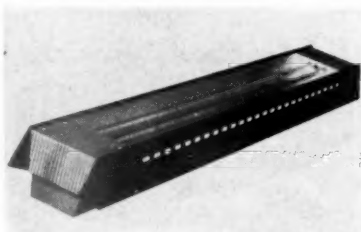
The printing capacity is a 2-inch by 3¼-inch label. Other kits are available from ⅞ inch by 2¼ inches to 3 inches by 7 inches. The costs range from \$7.00 to \$23.00.

### Infrared Heaters Ease Cold Weather Loading

A new line of electric infrared heaters for airport loading, boarding, and servicing areas has been introduced by Fostoria Corp. The new heaters are suitable for either indoor or outdoor use even during the coldest weather. Used outdoors, properly engineered comfort heating systems will also serve to keep ramps and service areas free of snow and ice.

The new infrared heaters transfer radiant energy directly from source to object without costly heating of the intervening air. They are practical for supplemental heating since they can be easily and economically installed without disturbing walls, floors, or expensive modification of existing heating plant. Designed for overhead mounting, they can be installed as lighting fixtures.

The new Fostoria comfort heaters



are available in various models for use with linear quartz tubes or with standard high temperature T-3 linear quartz lamps which provide extremely high operating efficiencies, converting as much as 86% of electrical energy into radiant output.

For more information, write Fostoria Corp., 1200 N. Main Street, Dept. 86D, Fostoria, Ohio.

### Hydraulic Work Stand Raises To 100 Inches

A hydraulic-operated work stand that features an extendable work platform that raises to a height of 100 inches above the floor, has been manufactured by Bil-Jax, Inc. The working platform area, with folding side catwalk in raised position, is 56 inches by 126 inches. In lowered position, the platform is 30 inches above the floor.

The guard rails are of tubular steel. The hydraulic stand is available in variations of size and other details to permit use for many different jobs.

For additional information, write Bil-Jax, Inc., Archbold, Ohio.

### Carry Your Own Block In Wheel Block Carrier

A new wheel block carrier that enables a driver to carry his own safety wheel block with the truck, has been developed by Calumet Steel Castings Corporation.

The new Casteel wheel block carrier is painted traffic yellow, and can be mounted vertically on the side or horizontally on the underside of the truck. The new type carrier eliminates searching in loads, trucks or around docks for wheel blocks.

For additional information, write Calumet Steel Castings Corporation, 228 No. LaSalle, Chicago, Ill.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

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# AIRLINES

## ON THE DOCKET

### NOVEMBER

- Joint Committee For Air Express,** Semi-Annual Meeting, Hotel Biltmore, New York, N.Y., Nov. 2-3.
- 14th Annual Air Transportation Institute,** American University, Washington, D.C., Nov. 7-18.
- 47th National Foreign Trade Convention,** Waldorf-Astoria, New York, N.Y., Nov. 14-16.
- Air Transport Association, Air Traffic Conference,** Woodner Hotel, Washington, D.C., Nov. 29-Dec. 1.
- Military Freight Traffic Management Seminar,** Adolphus Hotel, Dallas, Tex., Nov. 29.

### DECEMBER

- Air Transport Association, Board of Directors Meeting,** ATA Conference Room, Washington, D.C., Dec. 7.
- Air Transport Association, Membership Meeting,** Federal Room, Statler Hotel, Washington, D.C., Dec. 8.

### MAY

- Mechanical Handling Exhibition,** Earls Court, London, Eng., May 8-18.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, JULY 2, 1946, AND JUNE 11, 1960 (74 STAT 208) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF

AIR CARGO, published monthly at Harrisburg, Pennsylvania, for November, 1960.

1. The names and addresses of the publisher, editor, and business managers are: Publisher, Wayne W. Parrish, Washington, D.C.; Editor, Wallace I. Longstrech, Washington, D.C.; Business Manager, Leonard A. Eiserer, Washington, D.C.

2. The owner is: American Aviation Publications, Inc., 1001 Vermont Ave., N.W., Washington 5, D.C. Stockholders owning or holding 1 percent or more of total amount of stock. Wayne W. Parrish Washington, D.C.; Leonard A. Eiserer, Washington, D.C.; Eric Bramley, Washington, D.C.; Robert R. Parrish, Chicago, Illinois; E. J. Stackpole, Harrisburg, Pa.; Fred S. Hunter, Washington, D.C.; A. H. Stackpole, Harrisburg, Pa.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: 3140.

LEONARD A. EISERER

(Signature of Business Manager)

Sworn to and subscribed before me this 22nd day of September, 1960.

RETTA B. LUDDEKE,

Notary Public.

(My commission expires Nov. 14, 1962)

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## Advertisers' Index

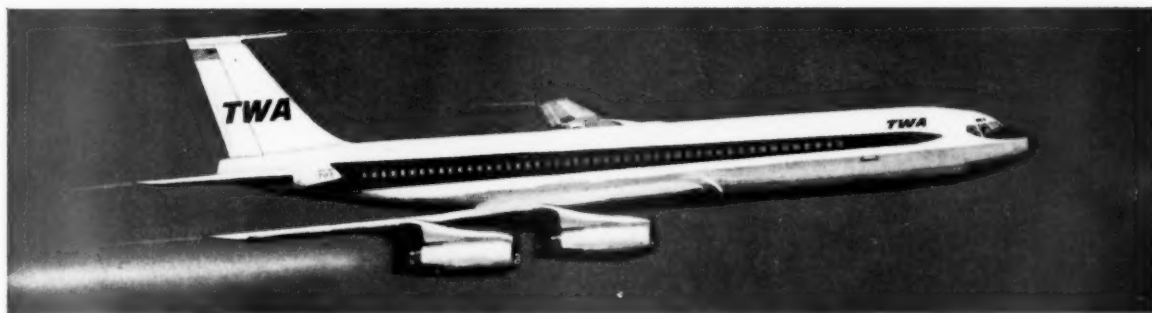
Airborne Freight Corp. ....	29
Air France .....	18
Atlantic Transfer Co. ....	13
Braniff International Airways, Inc. ....	26
British Overseas Airways Corp.	6
Capital Airlines, Inc. ....	25
Delta Air Lines, Inc. ....	27
Eastern Air Lines, Inc. ....	21
Irish International Airlines ...	34
Japan Air Lines .....	10
KLM Royal Dutch Airlines ..	36
Lufthansa German Airlines ..	2
CMA-Mexicana de Aviacion	34
National Airlines, Inc. ....	33
North Central Airlines .....	24
Pan American Grace Airways, Inc. ....	19
Pan American World Airways	8, 9
Qantas Empire Airways Ltd. .	32
Rolls-Royce, Ltd. ....	3
Sabena Belgian World Airlines	4
Scandinavian Airlines System, Inc. ....	28
Seaboard & Western Airlines, Inc. ....	19
Swissair .....	15, 23, 31
Trans World Airlines, Inc. ...	35
United Air Lines, Inc. ....	1

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FIRST  
AIRLINE



# AIR CARGO

GUIDE SECTION - NOVEMBER, 1960

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

## TABLE OF CONTENTS

AIRCRAFT CHARTS—Dimensional limits per shipment . . . .	G-17—G-25
AIRLINES DECODING . . . . .	G-48
AIRWAYBILL PREFIX NUMBERS . . . . .	G-48
ANIMALS (Carrier's Conditions of Acceptance) . . . . .	G-26—G-28
CODES and SYMBOLS . . . . .	G-45
EMBARGOES . . . . .	G-16
FLIGHT SCHEDULES—DOMESTIC and INTERNATIONAL . .	G-31—G-45
GREYHOUND (AIR-BUS-AIR) INTERCHANGE . . . . .	G-16
PICK UP and DELIVERY . . . . .	G-2—G-15
MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds per square feet). . . . .	G-46
MAXIMUM WEIGHT PER PIECE BY AIRCRAFT . . . . .	G-47
TELEPHONE NUMBERS (Air Freight Information) . . . . .	G-2—G-15
UNUSUAL SHIPMENTS (Conditions of Acceptance). . . . .	G-29—G-30
U. S. A. and CANADIAN CITY DIRECTORY . . . . .	G-2—G-15

## See SEPTEMBER PART II FOR LISTINGS BELOW

AIRCRAFT CHARTS . . . . .	63
AIR MAIL	
U. S. — DOMESTIC AIR PARCEL POST . . . . .	2
First Class Air Mail Rates . . . . .	87
U. S. International Air Parcel Post . . . . .	88
AIR EXPRESS . . . . .	3
AIR FREIGHT . . . . .	3
CONVERSION TABLES — Currency . . . . .	8
Pounds to kilograms and kilograms to pounds . . . . .	7
Kilogram rate to pound rate . . . . .	6
CARRIERS TERMS	
Acceptance of Live Animals and Unusual Shipments . . . . .	24
Acceptance of Human Remains . . . . .	25
Acceptance of Perishables . . . . .	25
Acceptance of Unusual Shipments . . . . .	25
DOCUMENTARY REQUIREMENTS (By Country) . . . . .	10
INTERNATIONAL STATION DIRECTORY . . . . .	35
RATES	
Alaskan General Commodity . . . . .	34
Minimum Charges (U. S. Domestic Scheduled Carriers) . . . . .	34
Specific Commodity — Transatlantic . . . . .	83
Transpacific . . . . .	86
U. S. A. — Latin America . . . . .	82
U. S. A. — Alaska General Commodity . . . . .	34
U. S. A. Domestic General Commodity . . . . .	26
World Wide General Commodity . . . . .	72
Valuation Charges and Insurance (International) . . . . .	5
RESTRICTED ARTICLES AND LABELS . . . . .	22

## U.S.A. A

**MAXIMUM WEIGHT.** Maximum weight per piece carrier will handle in each city **without advance arrangement.** **HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.**

**RAIL EXPRESS AND MOTOR FREIGHT.** Availability of transfer facilities to Rail Express and motor freight indicated by

A—available at airport and in city  
C—available in city only.

### CUSTOMS FACILITIES.

Δ—available at airport only

AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

**AIR-BUS.** Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

**PICK UP and DELIVERY (Air Freight) RATES.**

## BALTIMORE-CAPE GIRARDEAU

G-1

## U.S.A. AND CANADIAN CITY DIRECTORY

## CAPE MAY-COLUMBUS

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Sea	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CAPE MAY, N. J.	WVD	AL	2-2992	(Seasonal)	200					No Service Available	
CARLEIGH, N. M.	CMR	UD	2-2715	3	200	C	C	ELF		.50	1.25
CASPER, WYO.	CFR	WA	3-7777	9	200	C	C	DEN		.50	1.25
CASTLEBAR, N. C.	YOC	CF		9	200	C	C	DEN		.50	1.25
CEDAR CITY, IOWA	CDI	RI	3-9441	3,564	200			LAX		No Service Available	
CEDAR RAPIDS, IOWA	CDI	IC	3-9441	3,564	200			OMA	G	.55	1.10
CHADRON, WEB.	CDR	UZ	2-2205	3	200	C	C	DEN		No Service Available	
CHAMPAIGN, ILL.	CHI	OZ	2-2711	3,564	200		A			.65	1.25
CHARLESTON, ILL.	CHS	DI		See Mattoon, Ill.							
CHARLESTON, S. C.	CHS	EA	4-3111	19,910	200	A	C	C		.75	1.50
CHARLESTON, S. C.	CHS	NA	2-6204	9,6	400	A	C	C		.75	1.50
CHARLESTON, S. C.	CHS	AA	2-6204	9,6	500	A	A	CVG	G	.55	1.45
CHARLESTON, S. C.	CHS	EA	2-6204	9,6	250	A	A	CVG		.55	1.45
CHARLESTON, S. C.	CHS	EA	2-6204	9,6	200	A	A	CVG		.55	1.45
CHARLESTON, S. C.	CHS	EA	2-6204	9,6	100	A	A	CVG		.55	1.45
CHARLOTTE, N. C.	CLT	CA	Express 9-0773	3,222	150	A	A	INT	G	.50	1.25
CHARLOTTE, N. C.	CLT	DL	Express 9-0487	9,814	4000	A	A	INT		.50	1.25
CHARLOTTE, N. C.	CLT	EA	Express 9-3311	7,19,10,52	500	A	A	INT		.50	1.25
CHARLOTTE, N. C.	CLT	ET	Express 9-3371	3	100	A	A	INT		.50	1.25
CHARLOTTE, N. C.	CLT	SO	Express 9-7474	3	100	A	A	INT		.50	1.25
CHARLOTTETOWN, N.B.	YYJ	MAH	7361	1,3,6	500	A	A	A			
CHARLOTTETOWN, N.B.	YYJ	PE	3-5158	3	100	C	C	DCA		.70	1.40
CHATTANOOGA, TENN.	CHA	CA	9-3103	22,8	250	C	C	C		.65	1.30
CHATTANOOGA, TENN.	CHA	DL	OKford 8-7623	9,3	400	C	C	C		.65	1.30
CHATTANOOGA, TENN.	CHA	EA	MA-9-6101	19,9,7,52	200	C	C	C		.65	1.30
CHENOWETH, N.Y.	CYS	CA	1499	3,6	150	C	C	DEN	G	.60	1.25
CHENOWETH, N.Y.	CYS	UA	7-7722	3	200	A	C	DEN		.60	1.25
CHENOWETH, N.Y.	CYS	WA	8-8916	6	200	A	C	DEN		.60	1.25
CHICAGO, ILL.	MDW	AA	LMIlow 1-1144	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
CHICAGO, ILL.	MDW	AF	State 1-1250	7	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	BN	Portsmouth 7-5028	1,5,52	2000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	CA	Portsmouth 7-2266	3,4,22	250	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	CD	Gladstone 5-6110	10,22	200	A	A	A		.70	1.75
CHICAGO, ILL.	MDW	DL	Portsmouth 7-1900	9,5,10,1-A	6000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	EA	LMIlow 1-0780	10,7,19,52,9,23	4000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	PT	Portsmouth 7-8200	23	10000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	RD	Portsmouth 7-1780	3	400	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	LN	ANdover 3-6670	3	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	NO	LMIlow 5-1020	3,9	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	NW	Randolph 6-9562	11,10,4,6,52,2	2000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	OZ	LMIlow 5-1952	3,54	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	RD	LMIlow 2-6040	3	10000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	TC	Randolph 6-3644	22	500	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	TW	DEarborn 2-7666	8,7,19,23	7500	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	UA	Portsmouth 7-5100	9,5,15,10,6	6000	A	A	AC		1.00	2.00
CHICAGO, ILL.	MDW	AA	Gladstone 5-4636	5,9,15,50,50,52	6000	C	A	C	G	.70	1.75
CHICAGO, ILL.	MDW	BA	DEarborn 2-7744	10	1100	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	BN	Gladstone 5-4310	50	500	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	CA	Portsmouth 7-2266	3,4,22	250	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	CO	National 5-5445	50	500	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	DL	National 5-6602	9,53	300	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	EA	Reliance 5-2211	19,52,53	200	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	NO	LMIlow 5-1020	3	200	C	A	C		.70	1.75
CHICAGO, ILL.	MDW	NW	Randolph 6-9562	11,10,4,6,52,2	2000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	PT	Portsmouth 7-8200	23	10000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	RD	Portsmouth 7-1780	3	400	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	LN	ANdover 3-6670	3	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	NO	LMIlow 5-1020	3,9	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	NW	Randolph 6-9562	11,10,4,6,52,2	2000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	OZ	LMIlow 5-1952	3,54	200	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	RD	LMIlow 2-6040	3	10000	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	TC	Randolph 6-3644	22	500	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	TW	DEarborn 2-7666	8,7,19,23	7500	A	A	AC		.70	1.75
CHICAGO, ILL.	MDW	UA	Portsmouth 7-5100	9,5,15,10,6	6000	A	A	AC		1.00	2.00
CHICO, CALIF.	CIC	PC	Fireside 2-3007	3,54	200	C	C	SFO		No Service Available	
CHICAGO, ILL.	MDW	AA	See Hibbing, Minn.							.65	1.60
CINCINNATI, OHIO	CVG	DL	Dixie 1-5600	9,5,10,15,52	6000	C	C	C	G	.65	1.60
CINCINNATI, OHIO	CVG	EA	Dixie 1-5884	9,1-A,3,5,10,19	6000	C	C	C		.65	1.60
CINCINNATI, OHIO	CVG	EA	Dixie 1-4300	9,10	200	C	C	C	G	.65	1.60
CINCINNATI, OHIO	CVG	IC	Dixie 1-4400	3	200	C	C	C	G	.65	1.60
CINCINNATI, OHIO	CVG	PT	Gardfield 1-1115	3	100	C	C	C		.65	1.60
CINCINNATI, OHIO	CVG	TW	Dixie 8974	8,19	400	C	C	C		.65	1.60
CLARKSBURG, W. VA.	CKB	CA	Victor 2-3531	3	150	C	C	PIT		.70	1.40
CLARKSBURG, W. VA.	CKB	CA	See Lexington, Idaho							No Service Available	
CLARKSBURG, W. VA.	CKB	OZ	Idlewood 5-1188	3,54	200					No Service Available	
CLARKSBURG, W. VA.	CKB	CA	See Philadelphia, Pa.							No Service Available	
CLARKSBURG, W. VA.	CKB	CA	See St. Petersburg, Fla.							No Service Available	
CLEVELAND, OHIO	CLE	AA	Obchard 1-5421	9,5,10,50C	600	A	A	AC	G	.85	1.95
CLEVELAND, OHIO	CLE	AL	Tower 2-0216	3,19	150	A	A	AC		.85	1.95
CLEVELAND, OHIO	CLE	CA	Clearwater 1-0913	4,8,22	250	A	A	AC		.85	1.95
CLEVELAND, OHIO	CLE	EA	Clearwater 1-8870	9,7,19,52,10	200	A	A	AC		.85	1.95
CLEVELAND, OHIO	CLE	PT	Winton 1-5777	23	10000	A	A	AC		.85	1.95
CLEVELAND, OHIO	CLE	LC	Clearwater 2-5050	3	200	A	A	AC		.85	1.95
CLEVELAND, OHIO	CLE	NW	Winton 1-2442	6	200	A	A	AC		.85	1.95
CLEVELAND, OHIO	CLE	RD	Clearwater 2-4270	1	6000	A	A	AC		.85	1.95
CLEVELAND, OHIO	CLE	TC	Superior 1-5595	22	400	A	A	AC		.85	1.95
CLEVELAND, OHIO	CLE	TW	Winton 1-5700	8,19	400	A	A	AC		.85	1.95
CLEVELAND, OHIO	CLE	UA	Clearwater 1-5200	9,5,15,6,10,50C	6000	A	A	AC		.85	1.95
CLINTON, IOWA	CVI	OZ	Chapel 3-2122	3,54	200	C				No Service Available	
CLINTONVILLE, WIS.	CLT	NO	Valley 3-2210	3	200	C	C			No Service Available	
CLINTONVILLE, WIS.	CLT	CO	Porter 3-6212	22	200	C	C	ELF		.40	.85
CLOVIS, N. M.	CVS	FL	58 7-4644	3	200			GTG		No Service Available	
CODY, WYO.	CDI	MC	NHawk 4-5113	3	150	C	C	GSD		No Service Available	
CODR D'ALINE, IDA.	COF	BN	See Bryan, Tex.							No Service Available	
COLORADO SPRINGS, COLO.	COS	MC	Melrose 4-6321	9,5	200	A	C	DEN	G	No Service Available	
COLORADO SPRINGS, COLO.	COS	CN	Melrose 5-1586	3	200	A	C	DEN	G	No Service Available	
COLORADO SPRINGS, COLO.	COS	CO	Melrose 3-6888	3,22,10	200	A	C	DEN		No Service Available	
COLUMBIA, MO.	CBI	OZ	Gibson 3-4173	3,54	200					No Service Available	
COLUMBIA, S. C.	CAR	DL	6-1186	9,3	400	C	C	ATL	G	.50	1.10
COLUMBIA, S. C.	CAR	EA	6-1603	19	200	A	C	ATL		.50	1.10
COLUMBUS, GA.	CSG	DL	Fairfax 7-7458	9,3	400	C	A	ATL	G	.50	1.00
COLUMBUS, GA.	CSG	EA	Fairfax 7-2625	19,9	200	C	A	ATL		.50	1.00
COLUMBUS, GA.	CSG	RD	Fairfax 4-2493	3	200	C	A	ATL		.50	1.00
COLUMBUS, MISS.	URS	AA	Fairfax 6-6900	9,5	100					No Service Available	
COLUMBUS, OHIO	CBF	AA	Belmont 1-8277	9,5	600	A	C	C	G	.70	1.75
COLUMBUS, OHIO	CBF	DL		3,5	300	A	C	C		.70	1.75
COLUMBUS, OHIO	CBF	EA	Belmont 1-4329	8,9,10,8	200	A	C	C		.70	1.75
COLUMBUS, OHIO	CBF	DL	Belmont 7-5411	3	200	A	C	C		.70	1.75
COLUMBUS, OHIO	CBF	PT	Belmont 7-2898	3	100	A	C	C	G	.70	1.75
COLUMBUS, OHIO	CBF	TW	Capital 1-7866	8,7,19	400	A	C	C		.70	1.75
COLUMBUS, OHIO	CBF	UA	Belmont 7-3711	5,10	200	A	C	C		.70	1.75



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U.S.A. AND CANADIAN CITY DIRECTORY										CONCORD-EUREKA			
CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Fish Up and Delivery			
										Per 100 Lb.	Minimum		
CONCORD, N. H.	CON	NE	Capital 5-9531.	3	200	A	A	PMH	...	No Service Available			
COOS BAY, ORE.	OTH	...	...	...	...	...	...	...	...	No Service Available			
CORBIN, KY.	LCE	...	...	...	...	...	...	...	...	1.00	1.00		
CORNOVA, ALASKA	CW	...	...	...	...	...	...	...	...	...	...		
CORVING, N. Y.	EIM	...	...	...	...	...	...	...	...	...	...		
CORONA, CALIF.	CNF	...	...	...	...	...	...	...	...	...	...		
CORPUS CHRISTI, TEX.	CRP	...	...	...	...	...	...	...	...	...	...		
CORTEZ, COLO.	CEZ	...	...	...	...	...	...	...	...	No Service Available			
CORVALLIS, ORE.	CVO	...	...	...	...	...	...	...	...	...	...		
CRANBROOK, B. C.	YXC	...	...	...	...	...	...	...	...	...	...		
CRESCENT CITY, CALIF.	CEC	...	...	...	...	...	...	...	...	No Service Available			
CUT BANK, MONT.	CTB	...	...	...	...	...	...	...	...	...	...		
DALLAS, TEX.	DAL	...	...	...	...	...	...	...	...	...	...		
DANVILLE, ILL.	DNV	...	...	...	...	...	...	...	...	...	...		
DANVILLE, VA.	DAN	...	...	...	...	...	...	...	...	...	...		
DAVENPORT, IOWA	MLI	...	...	...	...	...	...	...	...	...	...		
DAWSON CITY, N. Y.	YDA	...	...	...	...	...	...	...	...	...	...		
DAWSON CREEK, B. C.	YDC	...	...	...	...	...	...	...	...	...	...		
DAYTON, OHIO	DAY	...	...	...	...	...	...	...	...	...	...		
DAYTONA BEACH, FLA.	DAB	...	...	...	...	...	...	...	...	...	...		
DECATUR, ALA.	DCU	...	...	...	...	...	...	...	...	...	...		
DECATUR, ILL.	DEC	...	...	...	...	...	...	...	...	...	...		
DELTA, COLO.	MTJ	...	...	...	...	...	...	...	...	...	...		
DENISON, TEX.	SWT	...	...	...	...	...	...	...	...	...	...		
DENVER, COLO.	DEN	...	...	...	...	...	...	...	...	...	...		
DERIDDER, LA.	...	...	...	...	...	...	...	...	...	...	...		
DES MOINES, IOWA	DSM	...	...	...	...	...	...	...	...	...	...		
DETROIT, MICH.	YIP	...	...	...	...	...	...	...	...	...	...		
DETROIT (Metropolitan-Wayne County)	DTW	...	...	...	...	...	...	...	...	...	...		
DEVILS LAKE, N. D.	DVL	...	...	...	...	...	...	...	...	...	...		
DICKINSON, N. D.	DIK	...	...	...	...	...	...	...	...	...	...		
DIMENYLAND, CALIF.	...	...	...	...	...	...	...	...	...	...	...		
DODGE CITY, KAN.	DDC	...	...	...	...	...	...	...	...	...	...		
DOTHAN, ALA.	DNH	...	...	...	...	...	...	...	...	...	...		
DOUGLAS, ARIZ.	DUG	...	...	...	...	...	...	...	...	...	...		
DOVER, OHIO	PHD	...	...	...	...	...	...	...	...	...	...		
DUBOIS, PA.	PDB	...	...	...	...	...	...	...	...	...	...		
DURHAM, N. C.	EDU	...	...	...	...	...	...	...	...	...	...		
DURHAM, N. C.	EDU	...	...	...	...	...	...	...	...	...	...		
EARLTON, ONT.	YKH	...	...	...	...	...	...	...	...	...	...		
EASTON, PA.	ABE	...	...	...	...	...	...	...	...	...	...		
EAU CLAIRE, WISC.	EAU	...	...	...	...	...	...	...	...	...	...		
EDMONTON, ALTA.	YED	...	...	...	...	...	...	...	...	...	...		
EL CENTRO, CALIF.	BFE	...	...	...	...	...	...	...	...	...	...		
EL DORADO, ARK.	EDL	...	...	...	...	...	...	...	...	...	...		
ELIZABETH CITY, N. C.	ECZ	...	...	...	...	...	...	...	...	...	...		
ELKINS, W. VA.	EKN	...	...	...	...	...	...	...	...	...	...		
ELKO, NEV.	EKO	...	...	...	...	...	...	...	...	...	...		
ELMHURST, N. Y.	EIM	...	...	...	...	...	...	...	...	...	...		
EL PASO, TEX.	ELP	...	...	...	...	...	...	...	...	...	...		
ELY, NEV.	ELY	...	...	...	...	...	...	...	...	...	...		
EMID, OKLA.	WGC	...	...	...	...	...	...	...	...	...	...		
ENHART, NASH.	ENH	...	...	...	...	...	...	...	...	...	...		
ERIE, PA.	ERI	...	...	...	...	...	...	...	...	...	...		
ESCANABA, MICH.	ESC	...	...	...	...	...	...	...	...	...	...		
EDGEFORD, ORE.	EDG	...	...	...	...	...	...	...	...	...	...		
EUREKA, CALIF.	ACV	...	...	...	...	...	...	...	...	...	...		

## EVANSVILLE-HARLINGEN

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## U.S.A. AND CANADIAN CITY DIRECTORY

## HARRISBURG-KANSAS CITY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
HARRISBURG, PA.	HAR	AL	Chlar 6-9426.	3,19.	150	A	C	BAL	G	.40	1.35
		CE	Chlar 6-7995.	3	150	A	C	BAL		.40	1.35
		CE	Chlar 6-3136.	19.	400	A	C	BAL		.40	1.35
HARRISON, ARK.	HRO	CE	Empire 5-5479.	3	100			STL		No Service Available	
HARTFORD, CONN.	HOL	PT	Severs Care 2761.	3	100			DCR		.70	1.40
		AA	Jackson 2-4419.	9,19,23	3000	A	C	C		No Service Available	
		AL	Jackson 2-6151.	9	150	A	C	C		.65	1.25
		EL	Jackson 2-1854.	19,8,10,7	200	A	C	C		.65	1.25
		FT	Jackson 2-3145.	23.	1000	A	C	C		.65	1.25
		NE	National 3-4418.	3	200	A	C	C		.65	1.25
		TE	National 3-4501.	2,19.	400	A	C	C		.65	1.25
		WA	Chapel 9-1311.	2,10,7,9	6000	A	C	C		.65	1.25
HATTIESBURG, MISS.	HBT	FL	2-2112.	3	200			OMA		No Service Available	
		SO	Juniper 2-1643.	3	100	A	C	MSY		.50	1.00
		BL	Juniper 2-1643.	3	200	A	C	MSY		No Service Available	
HAWTHORNE, NEV.	HTR	BL	Wilson 3-2119.	3	200			C		No Service Available	
HAY RIVER, N.W.T.	HYH	CE	Gladstone 5-4821.	1,2,6,9	200					.50	1.25
HAZLETON, PA.	HZL	AL	Gladstone 5-4901.	3	150					.50	1.25
HAYRE, MONT.	HVR	FL	26 5-7911.	3	200	C		GTF		No Service Available	
HELENA, ARK.	HEE	PT	5-2577.	3	150		A	MSM		No Service Available	
HELENA, MONT.	HEN	TT	Hickory 2-0012.	4	200	A	A	GTF	G	.45	1.10
		WA	Hickory 2-8550.	9	200	A	A	GTF		.45	1.10
HENDERSONVILLE, N. C.	HND		See Asheville, N. C.								
HEIDEN, ILL.	HWA		See Marion, Ill.								
HINDING, MINN.	HIN	PT	Alhambra 3-7847.	3	200	C				.60	1.45
HICKORY, N. C.	HIC	PT	DI-5-3285	3	100	A	C	INT		No Service Available	
HIGH POINT, N. C.	HSD	CA	5411.	3	200					No Service Available	
		EA	2-3346.	3	200					No Service Available	
		PT	3778.	3	200					No Service Available	
		CO	Express 3-8416.	3	200	C		SLF		.60	1.25
HOBBS, N. M.	HOB		See Alamogordo, N. M.							.75	1.00
HOLLAND AIR FORCE	HOL									.65	1.25
HOMER, ALASKA	HOM	PN	22111	3	200		C	AC		.75	1.00
HONOLULU, T. H.	HNL	NW	81256	6	200		C	AC		.65	1.25
		FAA	56-221.	11,10,50,15	5000		C	AC			
		HA	Honolulu 8-1811	3	200		C	C			
		HA	85911	11,10	600		C	C			
		JL	Honolulu 8-1811	6,10	200		C	C			
HOPKINSVILLE, KY.	HOP		See Clarksville								
HOUSTON, WASH.	HOU		See Aberdeen, Wash.								
HOT SPRINGS, ARK.	HOT	CN	National 4-1286.	3	200	A	C	MSM		No Service Available	
		DL	National 3-1671	9	300	A	C	MSM		No Service Available	
		TT	National 3-8501	3	150	A	C	MSM		No Service Available	
		FL	555	3	200	C	C	MSM		No Service Available	
HOT SPRINGS, S. D.	HSH	NO	631	3	200		C	C		.35	.75
HOUSTON, MICH.	HOU	NE	2254.	3	200	A	C	C		.55	1.25
HOUSTON, TEX.	HOU	AA	Mission 9-1459.	5	250	A	A	C	G	.55	1.25
		BN	Olive 4-2686.	9,5,52,6,10,50.	500	A	A	C		.55	1.25
		CO	Olive 4-8931.	5,6,3,10,22	400	A	A	C		.55	1.25
		DL	Olive 4-2646.	9,10,19,59.	400	A	A	C		.55	1.25
		HA	Olive 4-2661.	9,10,7,52,23,5A.	4000	A	A	C		.55	1.25
		KIM	Capitol 4-1701.	10.	550	A	A	C		.55	1.25
		NA	Olive 4-8964.	52,10	400	A	A	C		.55	1.25
		FAA	Capitol 3-4131.	6,2,15	3000		A	C		.55	1.25
		TT	Capitol 3-4131.	3	150	A	C	C		.50	1.25
HUNTINGTON, W. Va.	HTV	AL	J-1311.	3,19	150	C	C	CVG	G	.50	1.60
		EA	J-9476.	19.	200	C	C	CVG		.50	1.60
		PT	GL-3-1356	3	100	C	C	CVG	G	.50	1.60
HUNTSVILLE, ALA.	HUN	CA	Jefferson 4-4583.	3,22	150	A	A	BNM		.40	1.35
		CO	6680.	19,9	200	A	A	BNM		.40	1.35
		SO	Jefferson 6-6183.	3	200					.40	1.35
HURLEY, N. M.	HVC		53 8-3021	3	200					No Service Available	
HURON, S. D.	HUR	NO	Elgin 2-2910.	3	200	A	C	MSP		No Service Available	
		NE	Elgin 2-8601.	3	200	A	C	MSP		No Service Available	
HUTCHINSON, KAN.	HUT	NE	MS-2-6601	22,23	200	C	C	MKC	G	.55	1.25
HYANNIS, MASS.	HYA	NA	Spring 9-1800	3	200	A	A	EWB		No Service Available	
IDAHU FALLS, IDA.	IDA	FL	Jackson 3-3305.	3	200	A	C	GTF		.45	1.10
		WC	Jackson 2-2695.	3	150	A	C	GTF	G	.45	1.10
		WA	Jackson 2-2695.	9	200	A	C	GTF		.45	1.10
IMPERIAL, ILL.	IML	FL	TL-2-4780	3	200			DEN		.55	1.50
INDIANAPOLIS, IND.	IND	AA	Chapel 1-2545	9,5,52	600	A	A	C	G	.55	1.50
		DL	Chapel 1-3333	9,3,19,5	400	A	A	C		.55	1.50
		EA	Chapel 4-9521	9,19,7,10	200	A	A	C		.55	1.50
		HA	Chapel 1-4201	3	200	A	A	C		.55	1.50
		OZ	McIntosh 4-9099	1,34	200	A	A	C		.55	1.50
		TW	McIntosh 4-3438	8,19,23	4000	A	A	C		.55	1.50
INT'L. FALLS, MINN.	INT	NO	Atlas 3-3871.	3	200	C	C	C		No Service Available	
INTERLAK, CALIF.	INT	TC	7-2271.	3	200					No Service Available	
IOWA CITY, IOWA	IOW	OZ	8-1604.	3,4,3	200	A	C	PIA		No Service Available	
IRON MOUNTAIN, MICH.	IMT	NO	2575.	3	200	C	C			No Service Available	
IRONWOOD, MICH.	IOW	NO	741-4	3	200	C	C			No Service Available	
ISLIP, N.Y.	ISL	AL	Chatham 9-7771.	9	150					No Service Available	
ITABCA, N. Y.	ITL	NO	3351.	9,3	200	C	C	SYR	G	.50	1.00
JACKSON, MICH.	JON	NO	State 9-6125.	3	200	C	C			.50	1.00
JACKSON, MISS.	JAN	DL	20866	9,3,5,8	400	A	C	MSY		.55	1.35
		JO	28889	3	100	A	C	MSY		.55	1.35
		TT								.55	1.35
JACKSON, WYO.	JAC	FL	310	3	200	C	C	GTF	G	.65	1.25
JACKSONVILLE, FLA.	JAX	DL	Elgin 6-0484.	3,3,8	400	A	A	C	G	.65	1.25
		EA	Elgin 6-5661.	4,8,10,7,19,6	200	A	A	C		.65	1.25
		HA	Elgin 3-1586.	9,5,6,52	400	A	A	C		.65	1.25
		NE	Elgin 5-6411.	22	200	A	A	C		.65	1.25
		SO	Elgin 4-7833.	3	200	A	A	C		.65	1.25
JAMESTOWN, N. Y.	JNW	AL	4118.	3,19.	150	C	A	BNP		.50	1.35
JAMESTOWN, N. D.	JNC	NW	399	3	200	C	A	BNP		No Service Available	
JANESVILLE, WISC.	JVI	OZ	Plasman 4-5293	See Beloit, Wisc.						No Service Available	
JEFFERSON CITY, MO.	JEF	OZ	6-2350.	3,74	200	C				.55	1.10
JOHNSON CITY, TENN.	JTH		See Bristol, Va.								
JOHNSTOWN, PA.	JST	AL	9-1144.	3,19.	150	C			G	.50	1.25
JOPLIN, MO.	JOP	AA	Mayfair 3-7085.	9	250	A	C	MKC	G	.40	.85
		CN	Mayfair 3-2110.	3	200	A	C	MKC		.40	.85
		CE	Mayfair 3-1817.	3,54.	200	A	C	MKC		.40	.85
JONEAU, ALASKA	JNU	ES									
		PAA	6-1400.	6	600						
		FN	6-1455.	6	600					1.00	1.00
JUNCTION CITY, KAN.	JNK	LN	See Manhattan, Kan.								
KALAMAZOO, MICH.	AZO	NO	Fireline 9-2669	3	200					.90	1.00
		NO	Fireline 9-2666	3	200	C	C			No Service Available	
		PAA	3E-6-5053	3	150	C	C	ONG		No Service Available	
KALISPELL, MONT.	KAL	CP	109	3	200	C	C	C			
KAMLOOPS, B. C.	KA	BL	MTW 4-5201	3	200	A	A	C			
KANAB, UTAH	KAN	BN	Gland 1-401.	9,10,22,50	2000	A	A	AC	G	.70	1.60
KANSAS CITY, MO.	KMC	CO	Gland 1-3705.	3,10,22,50.	200	A	A	AC		.70	1.60
		CN	Baltimore 1-3955.	3	200	A	A	AC		.70	1.60
		DL	Gland 1-7613.	9,3	300	A	A	AC		.70	1.60

(Continued on next page)





## U.S.A. AND CANADIAN CITY DIRECTORY

## LOUISVILLE-MOBILE

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
LOUISVILLE, KY. . . . .	SPD										
(Consolidated)											
LOVELL, WYO. . . . .	FOY										
LUBBOCK, TEX. . . . .	LBB										
LUFKIN, TEX. . . . .	LFE										
LYNCHBURG, VA. . . . .	LYH										
MACON, GA. . . . .	MCN										
MADISON, WISC. . . . .	MSN										
MAGNOLIA, ARK. . . . .	AGO										
MANCHESTER, N. H. . . . .	MHT										
MANDAN, N. D. . . . .	BIS										
MANHATTAN, KAN. . . . .	MGC										
MANTOWOC, WISC. . . . .	MWT										
MANKATO, MINN. . . . .	MKT										
MANKWILL, OHIO. . . . .	MFW										
MARFA, TEX. . . . .	MRF										
MARIANNA, FLA. . . . .	MAI										
MARIETTA, OHIO. . . . .	PKB										
MARINETTE, WISC. . . . .	MSM										
MARION, ILL. . . . .	MDN										
MARION, IND. . . . .	MZZ										
MARION, OHIO. . . . .	MNN										
MARQUETTE, MICH. . . . .	MAT										
MARSHALL, TEX. . . . .	ASL										
MARTHA'S VINEYARD, MASS. . . . .	MYV										
MARYSVILLE, CALIF. . . . .	MYV										
MASON CITY, IOWA. . . . .	MCW										
MARSENA, N. Y. . . . .	MSE										
MATANE, P. Q. . . . .	YMA										
MATTOMO, ILL. . . . .	MTO										
MAYO, Y. T. . . . .	YMA										
MEALSTER, OKLA. . . . .	MGC										
MELLEN, TEX. . . . .	MMS										
MCCOOK, NEB. . . . .	MCK										
MCGRAW, ALASKA. . . . .	MCG										
MEUFORD, ORE. . . . .	MFR										
MEDICINE HAT, ALTA. . . . .	YXH										
MELBOURNE, AUST. . . . .	MLB										
MEMPHIS, TENN. . . . .	MEM										
MENOMINIE, MICH. . . . .	MMN										
MERCED, CALIF. . . . .	MCE										
MERIDIAN, MISS. . . . .	MEI										
MEXICO CITY, D. F. . . . .	MEX										
MIAMI, FLA. . . . .	MIA										
MIDLAND, TEX. . . . .	MAF										
MILES CITY, MONT. . . . .	MLS										
MILWAUKEE, WISC. . . . .	MKE										
MINNEAPOLIS, MINN. . . . .	MSP										
MINOT, N. D. . . . .	MOT										
MISSOURI, TEX. . . . .	MOK										
MISSOULA, MONT. . . . .	MSO										
MITCHELL, S. D. . . . .	MNE										
MOAB, UTAH . . . . .	MOK										
MOBILE, ALA. . . . .	MOB										



## NEWPORT-PIERRE

G-11





## U.S.A. AND CANADIAN CITY DIRECTORY

## SAGUENAY-SHERIDAN

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
SAGUENAY, QUE.	YBO	TC	2-1231	22	250					No Service Available	
SAINT JOHN, N. B.	YSJ	TC	2370	20,10	500	C	C	C		.50	1.00
ST. JOHN'S, N. FID.	YTT	TC	2370	13,22	1000	C	C	C		.50	1.00
ST. JOSEPH, MICH.		MAR		3,14	500	A	A	A			
ST. JOSEPH, MO.	STJ	FL	See Benton Harbor								
ST. LOUIS, MO.	STL	AA	Adams 4-7919	3	200	C	C	C		.55	1.35
		AA	Adams 2-6066	3,54	200	C	C	C		.55	1.35
		AA	Parkview 5-5510	9,5,10,15,50,500	7000	A	A	C	G	.60	1.60
		BN	Perishing 1-2243	9,22	200	A	A	C		.60	1.60
		CM	Perishing 1-2231	3	200	A	A	C		.60	1.60
		DL	Perishing 1-2194	9,5,10,15,50	6000	A	A	C		.60	1.60
		EA	Perishing 1-0510	9,19,10,50	200	A	A	C		.60	1.60
		CA	Perishing 1-0990-J	3,54	200	A	A	C		.60	1.60
		TV	Gheena 6-4800	8,7,19,50,25	7500	A	A	C		.60	1.60
ST. PAUL, MINN.	MSP			See Minneapolis, Minn.							
ST. PETERSBURG, FLA.	PTE	EA	Hemlock 5-2121	7,9,52,8,10,19	200	A	C	AC	G	.75	1.50
		DL	Hemlock 6-7794	5	300	C	C	AC	G	.75	1.50
		NA	Hemlock 5-2161	9,12	200	A	C	AC		.75	1.50
		NE	Tampa 7-8492	Served Through Tampa				AC			
		NW	Id.	52	200						
		ID	REwood 6-1351	1	6000			AC		.75	1.50
		TC	5-7611	Served Through Tampa							
SALIM, ORE.	SLE	TA	Id.	Served Through Tampa							
		WA	Empire 2-2441	9	300	C	A	PEK	G	.50	1.00
		WC	Justice 1-2448	3	150	C	A	PEK	G	.50	1.00
SALINA, KAN.	SLN	CO	Taylor 7-5553	3	200	C	A	PEK	G	.50	1.00
SALINAS, CALIF.	SNS	UA	Warrior 4-7688	3	200	C	A	SFO		No Service Available	
SALLISBURG, MD.	SBY	AD	3158	150	150	C	A			.50	1.25
SALT LAKE CITY, UTAH	SLC	BL	Davis 8-8656	3,54	200	A	C	DEN	G	.40	1.10
		FL	Empire 3-6796	3,9	200	A	C	DEN		.40	1.10
		UA	Davis 8-8044	9,5,6,10,15,50	6000	A	C	DEN		.40	1.10
		WA	Davis 2-0386	9,6,52	200	A	C	DEN		.40	1.10
SAN ANGELO, TEX.	SJT	CO	Davis 8-0576	3,22	150	A	C	DEN		.40	1.10
		TC	7196	3,22	200	C	C	SAT		.50	1.10
SAN ANTONIO, TEX.	SAT	TI	8193	3	150	C	A	SAT		.50	1.10
		AA	Taylor 6-1401	5,15	6000	A	A	C	G	.55	1.10
		BN	Taylor 2-3351	52,9,50	500	A	A	C		.55	1.10
		CMA	CA-5-6303	4,5	400	A	A	C		.55	1.10
		CO	Taylor 6-8991	10,5,6	200	A	A	C		.55	1.10
		EA	Taylor 6-2230	9,7,10,1,52	200	A	A	C		.55	1.10
		TT	Taylor 6-4301	3	150	A	A	C		.55	1.10
SAN BENITO, TEX.	HL	TT	GA-3-4200	3	150	C		DAL		No Service Available	
SAN BERNARDINO, CALIF.	JSB	LA	Id.	20	200	C		LAX		No Service Available	
SAN CARLOS, CALIF.	ONT	WA	Id.	6	200	C		LAX		No Service Available	
SAN DIEGO, CALIF.	SAN	AA	Cypress 6-6128	5,10,50	600	C	A	AC	G	.65	1.50
		BL	Cypress 6-6144	3,54	200	C	A	AC		.65	1.50
		FT	Cypress 6-6273	Served through BUR	6000	C	A	AC		.65	1.50
		UA	Belmont 4-7171	9,5,6,10,50	400	C	A	AC		.65	1.50
		WA	Cypress 8-8861	6	200	C	A	AC		.65	1.50
SANDSPIT, B. C.	YSP	CP	Id.	3	200						
SAN FRANCISCO, CALIF.	SFO	AA	Yukon 2-4620	5,15,50,10	6000	A	A	AC	G	.80	1.70
		FT	Plaza 5-9405	1,15,23	10000	A	A	AC		.80	1.70
		JLW	June 3-3612	6	4000	A	A	AC		.80	1.70
		PA	EX-7-4416	15,10,50	4000	A	A	AC		.80	1.70
		PA	Plaza 5-9200	3,19,54	200	A	A	AC		.80	1.70
		TV	Yukon 2-5800	8,7,50,23	7500	A	A	AC		.80	1.70
		UA	June 8-2424	9,15,6,10,53,50	6000	A	A	AC		.80	1.70
		WA	Plaza 6-1443	6,54	200	A	A	AC		.80	1.70
		WC	Plaza 6-8555	3	150	A	A	AC		.80	1.70
SAN JOSE, CALIF.	SJC	PC	Cypress 5-5408	3,19,54	200	C	C	SFO		1.00	2.00
SAN JUAN, PUERTO RICO	SJU	DL	9-0045	9	200			AC			
		AVIACA	Id.	9	200						
		PA	9-0020	10,6,23,53	4000	C	A	AC		.60	1.35
		PA	9-8000	2,6,50	6000	C	A	AC		.60	1.35
		RD	9-0360	1,2	6000	C	A	AC		.65	1.35
		TRC	San Juan 9-0037	4,6,2	4000	C	A	AC		.65	1.35
SAN JUAN CRISTO, CALIF.		PC	Enterprise 1-1513	3,54	200	C	C			No Service Available	
SANTA ANA, CALIF.	SNA	BL	Kimberly 5-1146	3,54	200	C	C	LAX		.65	1.50
SANTA BARBARA, CALIF.	SBA	LA	Id.	20	200	C	C	LAX		No Service Available	
SANTA CLARA, CALIF.	SJC	PC	Woodland 8-1211	9,6	200	A	A	LAX		No Service Available	
SANTA CRUZ, CALIF.	SVI	UA	Woodland 7-1259	9,6	200	A	A	LAX		No Service Available	
SANTA FE, N. M.	SAP	CO	Id.	See San Jose, Calif.							
SANTA MARIA, CALIF.	SMK	TC	Yukon 3-6397	3,22	200	C	C	ELP	G	1.05	1.10
SANTA MONICA, CALIF.	SMD	TC	3-6671	8	250	C	C	ELP		1.05	1.10
SANTA ROSA, CALIF.	STS	LA	Walnut 5-4835	3,19,54	200	C	C	LAX		No Service Available	
SARASAC LAKE, N. Y.	SLK	PC	Id.	20	200	C	C	LAX		No Service Available	
SARASOTA, FLA.	SRQ	EA	Liberty 2-7095	3,19	200	C	C	SFO		No Service Available	
		NA	2052	19	200	A	C	TPA		.50	1.00
		RD	Elgin 5-6447	9,52	200	A	C	TPA		.50	1.00
SASKATOON, SASK.	YXE	TC	8224	13,22	400	C	C	C		.50	1.00
SAULT STE. MARIE, MICH.		CA	McIntosh 2-3371	3,4	250	C	C	AC	G	.50	1.00
SAULT STE. MARIE, ONT.	SNR	EA	McIntosh 2-3371	3	200	C	C	AC	G	.50	1.00
SAVANNAH, GA.	SAV	TC	Algon 6-6666	22	200	C	C	C		.75	1.50
		DL	Adams 3-0267	9,3	200	A	A	C		.75	1.50
		EA	Adams 3-6551	19	200	A	A	C		.75	1.50
		NA	Adams 6-8246	9,6	200	A	A	C		.75	1.50
		FL	McIntosh 5-2067	3	200	C	C	DEN		.55	1.10
SCOTTSDALE, ARIZ.	BFF	QA	Id.	3	400						
SCHREFFERVILLE, P. Q.	YKL		See Wilkes-Barre, Pa.								
SEANTON, PA.	AVP	AS	Cherry 2-0800	4,6	1000	C	C	AC	G	.60	1.65
SEATTLE, WASH.	SEA	DL	Cherry 4500	6,10,15,4,2,2,2,538	2000	C	C	AC		.60	1.65
(Seattle Tacoma)		PA	MA-4-121	6,30	600	C	C	AC		.60	1.65
		FN	Cherry 3-1079	4,8,16	300	C	C	AC		.60	1.65
		TC	Cherry 2211	3	400	C	C	AC		.60	1.65
		UA	Cherry 4-4000	9,6,10,5,5,5,505,15	200	C	C	AC		.60	1.65
		WA	Cherry 3-5800	6,52	200	C	C	AC		.60	1.65
SEATTLE, WASH.		FT	Parkway 3-5916	1	10000	C	C	AC		.60	1.65
(Boeing Field)	BFI	WC	Parkway 3-5900	3	150	C	C	AC		.60	1.65
SEMA, ALA.	SES	SO	4-7561	3	200	C	C	ATL		.45	
		SO	Trinity 4-7581	3	100	C	C	ATL		.45	
SEVEN ISLANDS, QUE.	YVZ	TC	Id.	22	600	C	C	A		No Service Available	
SHEFFIELD, ALA.	YSZ	EA	Evergreen 3-5521	19,9	200	C	A	BPM		.75	
		SO	Evergreen 3-5581	3	200	C	A	BPM		.75	
SHERIDAN, WYO.	SHR	WA	Orchard 4-2424	6	200	C	C	GTF		.50	1.00

## U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	SHERMAN-UNIVERSITY		CITY	
										Pick Up and Delivery			
										Per 100 Lb.	Maximum		
SHEPHERD, TEX. . . . .	SK1	CN.	Winkbrook 2-4328.	3	200	C	C	DAL		No Service Available		URBANA, ILL.	
SHERBOURNE, I.A. . . . .	SBV	BN.	ME 1-7451	9,5	200	C	A	DAL		.65	1.35	UTICA, N. Y.	
		DL.	6-1831	9,3,6,19.	3000	C	A	DAL		.65	1.35	VAL D'OR, Q.	
		TT.	6-4571	3	150	C	A	DAL		.65	1.35		
SIDNEY, MONT. . . . .	SDY	FL.	858	3	200	C	A	OTF		No Service Available		VALDOSTA, GA.	
SIDNEY, N.B. . . . .	SNV	FL.	3542	3	200	C	A	OTF		No Service Available		VALENTINE, N.C.	
SILVER CITY, N. M. . . . .	SVC	FL.	53 8-3021	3	200	C	A	DUG		No Service Available		VANCOUVER, B.C.	
SIoux CITY, IOWA . . . . .	SUX	BN.	8-5553	9	200	A	C	OMA		.45	.95		
		NO.	8-0591	3	200	A	C	OMA		.45	.95		
		OE.	3-6308	3,34	200	A	C	OMA		.45	.95		
SIoux FALLS, S. D. . . . .	PSD	NO.	4-6051	9	200	C	C	MSP	G	.55	1.10	VENTURA, CALIF.	
		NO.	Edison 4-9943	3	200	C	C	MSP		.55	1.10	VERNAL, UTAH	
		WA.	4-4994	9,6	200	A	C	MSP		.55	1.10	VIRGINIA BEACH, VA.	
		CP.		1,3,6,9	200				G	.55	1.20	VICTORIA, B.C.	
SMITHS, B. C. . . . .	YTD	FL.	Atlantic 8-4441	Served Through Chicago								VICTORIA, I.	
SOUTH BEND, IND. . . . .	SNB	LCB.	97	3	200	A	A	CHI		.55	1.20	VIRGINIA BEACH, VA.	
		NO.	Central 3-5131	3,9	200	A	A	CHI		.55	1.20	WACO, TEX.	
		TV.	Central 2-1414	19	250	A	A	CHI		.55	1.20		
SOUTHERN PINES, N. C. . . . .	SOP	UA.	Central 2-4811	9,5	300	A	A	CHI		.55	1.20	WALLA WALLA, WASH.	
SPARTANBURG, S. C. . . . .	SPA	FL.	2-8941	3	100	C	C	ROU		1.00	1.00		
		DL.	7131	3	200	A	A	ATL		.45	1.10	WASHINGTON, D.C.	
		EA.	3-6126	19	200	A	A	ATL		.45	1.10		
SPEARFISH, S. D. . . . .	SFF	SO.	3-5532	3	100	A	A	ATL		.45	1.10		
SPOKANE, WASH. . . . .	GSB	FL.	Madison 4-3213	4,6,10,2	500	A	A	C	G	.60	1.60		
		UA.	Temple 8-8222	9,6	300	A	A	C		.60	1.75		
		WC.	RI-7-7114	3	150	A	A	C		.60	1.75		
SPRINGFIELD, ILL. . . . .	SPI	AA.	8-3464	9	250	A	A	C	G	.40	1.10		
		OE.	8-3677	3,34	200	C		C		.40	1.10		
SPRINGFIELD, MASS. . . . .	BOL	AA.	Republic 7-3774	Served Through Hartford					G	.65	1.25		
(Bradley Field)		EA.	Republic 2-6275	Served Through Hartford						.65	1.25		
		PT.	Republic 4-5675	Served Through Hartford						.65	1.25		
		WA.	National 3-4418	Served Through Hartford						.65	1.25		
		TV.								.65	1.25		
SPRINGFIELD, MASS. . . . .	BAF	UA.	Republic 9-8591	5,9,10,15	4000	A	C	C		.65	1.25	WATERLOO, ONT.	
(Barnes Field)		NO.	Republic 7-0107	3	200	A	C	C		.65	1.25	WATERTOWN, N.Y.	
SPRINGFIELD, MO. . . . .	SCF	AA.	4-1871	9	250	A	C	MKC	G	.40	1.10	WATERTOWN, WASH.	
		DL.	4-7353	9,3	200	A	C	MKC		.40	1.10	WATSON LAKE, MICH.	
		OE.	4-6861	3,34	200	A	C	MKC		.40	1.10	MAUSAU, WIS.	
SPRINGFIELD, OHIO . . . . .	SOH	LC.	Enterprise 5-6408	Served Through Dayton								WAYCROSS, GA.	
STAMFORD, CONN. . . . .	SEC	NY.	Davis 3-8789							No Service Available		WENATCHEE, WASH.	
STATE COLLEGE, PA. . . . .	PSB	FL.	See Philadelphia, Pa.									WEST HELM, N.C.	
STAUNTON, VA. . . . .	SHD	PI.	Weyers Care 2761		100	C	C	DCA		.70	1.40	WEST PALM BEACH, FLA.	
STEUBENVILLE, NFD. . . . .	YUT	TC.	5132	13,22	1000	C	C	AC		.35	.75		
		WAR.	3-2144	3,1,4	500	A	A	A					
STERLING, COLO. . . . .	STK	NO.	18-2-5645	3	200	C	C			No Service Available			
STEVENS POINT, WIS. . . . .	STE	NO.	Diamond 4-2233	3	200	C	C			No Service Available			
STILLWATER, OKLA. . . . .	SWO	CN.	Frontier 2-2647	3	200	C	C	DAL		No Service Available			
STOCKTON, CALIF. . . . .	SKC	PC.	Howard 6-2361	3	200	C	C	SFO	G	.80	1.85		
		UA.	Howard 6-9735	9	300	C	C	SFO		.80	1.85		
STUART, FLA. . . . .	SHU	RD.	933	1 (Demand Service)	6000	C				No Service Available		WESTFIELD, MASS.	
STUTTGART, ARK. . . . .	YGT	TT.	WA-2-6200	3	150	C	C	MGM		No Service Available		WHEELING, W. VA.	
SUDSBURY, ONT. . . . .	YOB	OC.	O'Connor 4-2488	22	400	C	C	C		.50	1.00		
SUN VALLEY, IND. . . . .	SUN	WC.	See Hailley, Ind.		150			GBG				WHITEHOUSE, N.J.	
SUPERIOR, WISC. . . . .	SUN	TC.	See Duluth		200	C	C	C		.70	.75	WHITE PLAINS, N.Y.	
SWIFT CURRENT, SASK. . . . .	YTN	TC.	2945	3	200	C	C	C		.70	1.00		
SYDNEY, N. S. . . . .	YQY	TC.	4546	13,22	1000	C	C	C		.45	1.25	WHITE RIVER, N.C.	
SYRACUSE, N. Y. . . . .	SYR	AA.	Glenview 4-2423	9,5,10,32	900	C	C	C	G	.45	1.25	WICHITA, KAN.	
		EA.		7,19	200	C	C	C		.45	1.25		
		NO.	3-6321	9,3	200	C	C	C		.45	1.25		
TACOMA, WASH. . . . .	SEA	WA.	Broadway 2-5188	6	200	C	C	AC		.65	1.75		
		NW.	(See Seattle)						G	.50	1.50	WICHITA FALLS, TEX.	
TALLAHASSEE, FLA. . . . .	TLH	EA.	3-3802	19,9	200	A	A	PFH		.50	1.50		
		CA.	2-4410	9	200	A	A	PFH		.75	1.50		
TAMPA, FLA. . . . .	TPA	EA.	Redwood 6-2461	8,7,19,9,32,10	200	A	A	AC	G	.75	1.50		
		DL.	Redwood 6-9467	5,1A	2000	A	A	AC		.75	1.50	WICHITA FALLS, TEX.	
		NA.	Redwood 6-9833	9,5,6,52,10	400	A	A	AC		.75	1.50		
		NO.	Redwood 6-2987	6,22	200	A	A	AC		.75	1.50	WILKES-BARRE, PA.	
		NW.			200	A	A	AC		.75	1.50		
		RD.	Redwood 6-1351	1	6000	A	A	AC		.75	1.50		
		TC.	Enterprise 5-7611	13,22	250	A	A	AC		.75	1.50		
		TV.	Redwood 6-108	7	250	A	A	AC		.75	1.50		
TEMPLE, TEX. . . . .	TPL	CO.	Redwood 6-2151	3	200	C	C	SAT	G	.55	1.35	WILLIAMSBURG, VA.	
		TT.	PR-3-3222	3	150	A	C	SAT		.55	1.35		
		CP.	PR-8-2777	3	150	A	C	SAT		.55	1.35		
TERRACE, B. C. . . . .	YKT	LCB.	152	3	200	A	C	EVV		.25	.60	WILLIAMSBURG, VA.	
TERR HAUTE, IND. . . . .	HUP	NO.	1-6150	3	200	A	C	EVV		.25	.60	WILLIAMSBURG, VA.	
		TV.	Lincoln 1234	19	250	A	C	EVV		No Service Available		WILLIAMSBURG, VA.	
TETERBORO, N. J. . . . .	TEB	NY.			200			IGA		No Service Available		WILLIAMSBURG, VA.	
TICKANAWA, ARK. . . . .	TKK	BN.	2-6562	3	200	C	C	DAL		.50	1.10		
		TT.	2-4517	3	150	C	C	DAL		.50	1.10		
THIEF RIVER FALLS, MINN. . . . .		NO.	Murdock 1-1223	3	200	C	A			No Service Available			
TIMMINS, ONT. . . . .	TYT	TC.	1440	22	200	C	A	C		.55	1.25		
TOLEDO, OHIO . . . . .	TOL	CA.	Holland HU 7-1121	3	150	C	A	C	G	.45	1.50	WINDSOR, ONT.	
		DL.	Holland 7-2369	9,3	300	C	A	C		.45	1.50	WINNETKA, ILL.	
		EA.	Holland 7-2311	9,7,10	200	C	A	C		.45	1.50		
		PT.	Cherry 4-276	Served Through Detroit Mich.						.45	1.35		
		LC.	UN(Holland) 5-2358	3	200	C	A	C		.45	1.50		
		TV.	Cherry 4-8343	3,19	250	C	A	C		.45	1.50		
		UA.	University 5-5261	9,6,3	300	C	A	C		.45	1.50		
TOPEKA, KAN. . . . .	TOP	CO.	Central	3	200	A	A	MKC	G	.55	1.25		
		CN.	Central 3-9671	3	200	A	A	MKC		.55	1.25		
TORONTO, ONT. . . . .	TYE	AA.	Empire 8-4365	9,5,32	600	A	A	AC		.55	1.25	WISCONSIN	
		CF.	Builer 6-3601	14A	500	A	A	AC		.45	1.10	WOLF POINT, MONT.	
		FL.	Empire 6-9671	12,13,7,22,53C	500	A	A	A		.45	1.50	WOODS HOLE, MASS.	
		CA.	1388	9 See Castlegar	200	C	C	C		.75	.75	WORCESTER, MASS.	
TRAIL, B. C. . . . .	TYC	CA.	Windsor 7-5955	3,4	150	A	A	MKG		No Service Available			
TRAVES CITY, MICH. . . . .	TVC	AL.	Threds 2-4100	3	150	C	A	PHL		.55	1.10	WORLD, N.Y.	
TRENTON, N. J. . . . .	TTN	FL.	Main 3-4911	3	250	A	A	DUG	G	.78	1.50	WORTHINGTON, N.Y.	
TUCSON, ARIZ. . . . .	TUS	TV.	Axtel 4-2677	3,9	200	A	A	DUG		.78	1.50		
		GC.	Main 3-5438	8	250	A	A	DUG		.78	1.50		
TULLAHOMA, TENN. . . . .	THA	AA.								No Service Available		YAKIMA, WASH.	
TULSA, OKLA. . . . .	TUL	AA.	Temple 8-3361	9,5,10,32	500	A	A	MKC	G	.50	1.25	YAKIMAT, WASH.	
		CO.	Temple 5-1561	9,5	400	A	A	MKC		.50	1.25	YAKIMAT, WASH.	
		CO.	Temple 5-7677	3,22	200	A	A	MKC		.50	1.25	YAKIMAT, WASH.	
		CN.	Temple 5-9521	3	200	A	A	MKC		.50	1.25	YAKIMAT, WASH.	
		TV.	Temple 5-8431	8	250	A	A	MKC		.50	1.25	YAKIMAT, WASH.	
TUPELO, MISS. . . . .	TUP	NO.	Windsor 2-8700	3	100	A	A			.60	1.20	YAKIMAT, WASH.	
TUSCALOOSA, ALA. . . . .	TCL	SO.	PL-2-3541	3	100	A	A			.50	1.00	YAKIMAT, WASH.	
TUSCUMBEA, ALA. . . . .	MSL	WC.	See Sheffield, Ala.							.50	1.00	YAKIMAT, WASH.	
TWIN FALLS, IDA. . . . .	TWF	FL.	Redwood 4-6721	3	150	C	A	GBG		.50	1.00	YAKIMAT, WASH.	
TYLER, TEX. . . . .	TYR	TC.	4-9379	3	150	C	A	DAL	G	.60	1.35	YAKIMAT, WASH.	
UNION, CALIF. . . . .	UNI	NO.	Hamstead 2-3742	3	200	C	C			No Service Available		YAKIMAT, WASH.	
UNALAKET, ALAS. . . . .	UKA	AS.								No Service Available		YAKIMAT, WASH.	
UNIVERSITY, OXFORD, MISS. . . . .	UKO	SO.	2498	3	100					No Service Available		YAKIMAT, WASH.	

URBANA-ZANESVILLE

6-15

# EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
Flowers . . . . .	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only. . . . .	Capital. . . . .	
Live Animals. . . . .	Through Chicago. . . . .	Ozark. . . . .	
Live Animals. . . . .	Between Eureka/Arcata and points north. . . . .	Pacific. . . . .	Not accepted on Martin or F-27 Aircraft. . . . .
Meat, Meat Products. . . . .	Off line points within Mexico. . . . .	American. . . . .	

# CARRIER SERVICES

Carriers	Air Freight Services							Equipment		Protective Services					Special Services							
	Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck		Note 3 CAF/BAF/RAF/RC/PAP	Combination Aircraft	All Cargo Aircraft	Speedpak	Attendants Note 1					"PRI" or "HOLD" Baggage	Note 2					
					Joint Tariffs	Separate Tariffs					Armed Guards	Human Remains	Live Animals	Any Shipment	Signature Service		Household Goods	Assembly or Distribution	Household Pets	Stopping-In-Transit	Storage	Horse
Blank spaces indicate no participation in services listed.																						
ALASKA AIRLINES, INC.	X	X	X	X		X		X							X	X	X	X	X			X
ALLEGHENY AIRLINES, INC.	X	X	X	X		X									X	X	X	X	X			
AMERICAN AIRLINES, INC.	X	X	X	X		X	X		X			X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X	X	X		X		X								X	X	X	X	X	X	
BRANIFF AIRWAYS, INC.	X	X	X			X	X	X	X			X	X	X	X	X	X	X	X	X		
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X		X						X	X	X	X	X	X	
CAPITAL AIRLINES, INC.	X	X		X		X		X							X	X	X	X	X	X	X	
CARIBBEAN ATLANTIC AIRLINES, INC.																						
CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X	X			X
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X		X				X	X	X	X	X	X	X	X	X	
DELTA AIR LINES, INC.	X	X				X		X		X			X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X			X	X	X			X	X	X	X	X	X	X	X	X	X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X	X	X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X						X								X	X	X	X	X	X	
HAWAIIAN AIRLINES, LTD.	X					X	X	X	X			X	X	X	X	X	X	X	X	X	X	
MOHAWK AIRLINES, INC.	X	X				X		X								X	X	X	X	X	X	
NATIONAL AIRLINES, INC.	X	X		X			X	X	X			X	X	X		X	X	X	X	X	X	
NEW YORK AIRWAYS, INC.	X	X				X		X					X	X		X	X	X	X	X	X	
NORTH CENTRAL AIRLINES, INC.	X	X						X									X	X	X	X	X	
NORTHEAST AIRLINES, INC.	X	X				X		X								X	X	X	X	X	X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X	X	X	X	X	
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X		X						X	X	X	X	X	X	
OZARK AIR LINES, INC.	X	X						X								X	X	X	X	X	X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X	X	X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X							X	X	X	X	X	
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X			X	X	X	X	X	X	X	X	X	X	
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X					X	X	X	X	X	X	X	X	
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X	X	X	X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X			X	X	X	X	X	X	
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X								X	X	X	X	X	
SOUTHERN AIRWAYS, INC.	X	X					X		X							X	X	X	X	X	X	
TRANS-CANADA AIR LINES	X	X						X	X								X	X	X	X	X	
TRANS CARIBBEAN AIRWAYS								X									X	X	X	X	X	
TRANS-TEXAS AIRWAYS	X	X		X		X		X								X	X	X	X	X	X	
TRANS WORLD AIRLINES, INC.	X	X	X			X	X	X	X				X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X			X	X	X		X	X	X	X	X	X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X	X	X	
WESTERN AIR LINES, INC.	X	X		X				X								X	X	X	X	X	X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X		X		X	X	X	X	X	X	X	X	X	X	
Note 1 - Attendants carried on all cargo aircraft only.																						
Note 2 - Applicable to CPA and TCA in Canada only.																						
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.																						

Note 1 - Attendants carried on all cargo aircraft only.  
 Note 2 - Applicable to CPA and TCA in Canada only.

Note 3 - Services offered: AA - Committed Air Freight;  
 PAA/PANAGRA - Reserved Cargo; TW -  
 Booked Air Freight; BN, UA - Reserved  
 Air Freight; FT - Protected Air  
 Freight.

# AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

- the Greyhound carrier's inter-city rate;
- the airline's inter-city rate;
- the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NETA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.



## AIRCRAFT LOADING CHARTS

Aircraft	Chart No.	Page No.	Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo).....	1	G-17	Douglas DC-6A, DC-7F .....	15	G-23
Curtiss C-46 (Super D-46).....	1A	G-17	Douglas DC-6A, (Comb.) .....	15A	G-23
Douglas C-54 .....	2	G-18	Lockheed Constellation Speedpak .....	16	G-24
Douglas DC-3 .....	3	G-19	Smith Curtiss Commuter .....	18	G-24
Douglas DC-4 .....	4	G-20	Martin.....	19	G-24
Douglas DC-6 .....	5	G-20	Sikorsky S-55.....	20	G-24
Douglas DC-6B.....	6	G-21	Vertal 44.....	21	G-24
Lockheed Super Constellation (Comb.) ..	7	G-21	Viscount.....	22	G-24
Lockheed Constellation 749H (All Cargo)	7A	G-19	Lockheed Super Constellation (All Cargo)	23	G-24
Lockheed Constellation.....	8	G-21	Fairchild C-82 .....	24	G-24
Consolidated Convair.....	9	G-22	Boeing 707.....	50	G-25
Douglas DC-7, 7-B, 7-C.....	10	G-21	Boeing 720.....	50C	G-24
Boeing Stratocruiser.....	11	G-22	De Havilland Comet IV.....	51	G-25
Canadair North Star (All Cargo).....	12	G-22	Lockheed Electra.....	52	G-25
Canadair North Star (Comb.) .....	13	G-23	Douglas DC-8.....	53, 53A, 53B	G-24
Douglas C-47 (All Cargo).....	14	G-23	Douglas DC-8.....	53C	G-17
Bristol Britannia.....	14A	G-23	Fairchild F-27 (See DC-3 Chart).....	54	G-25
			Convair 440.....	55	G-15

		CURTISS C-46 (ALL CARGO)					
		FIRST DIMENSION (IN INCHES) Not Applicable to DL (See Chart 1-A)					
		12	24	36	48	60	72
SECOND DIMENSION (IN INCHES)	3	456	456	456	444	336	264
	6	456	456	456	444	306	234
	9	456	456	456	444	278	206
	12	456	456	456	444	258	184
	15	456	456	456	396	240	167
	18	390	390	390	354	224	152
	21	354	354	354	324	210	138
	24	324	324	324	300	198	126
	27	295	295	295	276	186	114
	30	270	270	270	258	175	103
	33	252	252	252	240	165	92
	36	240	240	240	224	157	84
	39	224	224	224	210	149	77
	42	210	210	210	198	140	70
	48	198	198	198	186	134	63
	48	186	186	186	176	127	58
	51	176	176	176	166	120	51
	54	166	166	166	158	114	44
	57	158	158	158	150	108	37
	60	150	150	150	142	102	30
	63	144	144	144	134	96	23
	66	136	136	136	128	90	16
	69	128	128	128	122	85	9
	72	122	122	122	115	79	2
	78	110	110	110	102	68	
	84	102	102	102	94	61	
	90	90	90	90	84	54	
	96	86	86	86	79		
		FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS					

[illegible]

53C		DOUGLAS DC-8																																	
		6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30																	
A	C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291	296	295	294	294	294	294	293	293	293	292	292	292	292	291			
B	C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	292	292	292	291	291	291	291	290	290	290	289	289	289	287				
C	C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	292	292	292	291	291	291	291	290	290	290	289	289	289	287				
G	A	296	295	292	293	292	291	291	291	291	291	290	290	290	289	289	289	287	296	295	292	293	292	292	291	291	291	290	290	289	289	287			
B	B	296	295	294	293	292	291	291	291	291	291	290	290	290	290	289	289	287	296	295	294	293	292	292	291	291	291	290	290	289	289	287			
C	C	296	295	294	293	292	292	291	291	291	291	290	290	290	290	289	289	287	296	295	294	293	292	292	291	291	291	290	290	289	289	287			
9	A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217	215	209	294	270	254	244	242	240	237	236	232	229	226	224	222	220	217	215	209
B	B	294	270	254	244	242	240	237	236	232	229	226	224	222	220	217	215	209	294	270	254	244	242	240	237	236	232	229	226	224	222	220	217	215	209
C	C	294	270	254	244	242	240	237	236	232	229	226	224	222	220	217	215	209	294	270	254	244	242	240	237	236	232	229	226	224	222	220	217	215	209
12	A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	175	170	154	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
B	B	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
C	C	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
15	A	293	258	203	175	171	167	163	161	158	156	154	152	150	149	148	147	145	293	267	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
B	B	293	267	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110	293	267	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
C	C	293	267	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110	293	267	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
18	A	286	260	194	164	164	161	157	154	151	149	146	142	140	138	136	132	126	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	108
B	B	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	108	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	108
C	C	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	108	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	108
21	A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124	122	116	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
B	B	275	224	184	146	134	126	121	118	114	112	110	108	106	104	103	102	101	275	224	184	146	134	126	121	118	114	112	110	108	106	104	103	102	101
C	C	275	224	184	146	134	126	121	118	114	112	110	108	106	104	103	102	101	275	224	184	146	134	126	121	118	114	112	110	108	106	104	103	102	101
24	A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112	108	106	271	216	176	152	144	138	134	130	126	122	118	114	110	106	101	98	94
B	B	271	216	176	152	144	138	134	130	126	122	118	115	112	109	106	104	101	271	216	176	152	144	138	134	130	126	122	118	114	110	106	101	98	94
C	C	271	216	176	152	144	138	134	130	126	122	118	115	112	109	106	104	101	271	216	176	152	144	138	134	130	126	122	118	114	110	106	101	98	94
27	A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94	92	90	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
B	B	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
C	C	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
30	A	234	183	148	128	120	107	94	89	87	87	87	87	86	84	83	82	79	234	180	123	102	97	93	91	89	87	87	87	86	84	83	82	79	74
B	B	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	79	234	180	123	102	97	93	91	89	87	87	86	84	83	82	79	74	70
C	C	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	79	234	180	123	102	97	93	91	89	87	87	86	84	83	82	79	74	70
33	A	218	164	128	108	101	87	83	80	79	78	77	76	75	74	73	72	69	218	160	108	91	87	83	81	80	79	78	77	76	75	74	70	66	63
B	B	218	160	108	91	87	83	81	80	79	78	77	76	75	74	73	72	69	218	160	108	91	87	83	81	80	79	78	77	76	75	74	70	66	63
C	C	218	160	108	91	87	83	81	80	79	78	77	76	75	74	73	72	69	218	160	108	91	87	83	81	80	79	78	77	76	75	74	70	66	63
36	A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60	195	120	95	79	75	72	70	70	70	70	69	68	68	66	65	60	56
B	B	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60	195	120	95	79	75	72	70	70	70	70	69	68	68	66	65	60	56
C	C	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60	195	120	95	79	75	72	70	70	70	70	69	68	68	66	65	60	56
Length Restricted To Inches at Intersection of Height and Width																																			
LINE A - Applicable only to TCA																																			
LINE B - Applicable only to ALITALIA																																			
LINE C - Applicable only to PAA																																			

# AIRCRAFT LOADING CHARTS

2

## DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
16								550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
18									550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
20										550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
22											550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
24												550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
26													550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
28														550	550	550	550	550	550	550	550	550	550	550	550	550	550
30															550	550	550	550	550	550	550	550	550	550	550	550	550
32																550	550	550	550	550	550	550	550	550	550	550	550
34																	550	550	550	550	550	550	550	550	550	550	550
36																		550	550	550	550	550	550	550	550	550	550
38																			550	550	550	550	550	550	550	550	550
40																				550	550	550	550	550	550	550	550
42																					550	550	550	550	550	550	550
44																						550	550	550	550	550	550
46																							550	550	550	550	550
48																								550	550	550	550
50																									550	550	550
52																										550	550
54																											550

		WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
		56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	4	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
	6	550	550	550	550	550	550	368	247	225	211	200	180	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
	8	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	10	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	136	132	129	127	124
	12	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
	14	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	16	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
	18	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
	20	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
22	22	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
	24	362	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
	26	317	304	290	275	261	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
28	28	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
	30	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
	32	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
	34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
	36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
40	40	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	110	109	108	107	107	106
	42	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
	44	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	107	106	105	104	103	103	102
44	44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
	46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	107	106	105	104	103	102	101	100	99
	48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	100	99	99	98
50	50	170	164	159	153	147	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
	52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99	99	98
	54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100	100	99	99	98
56	56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	102	101	100	100	99	99	98
	58							122	119	116	113	110	108	106	105	105	104	104	103	103	102	101	100	100	99	99	98	97
	60							119	116	113	111	109	107	105	104	103	102	101	100	99	99	99	99	99	99	99	98	97
62	62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
	64							110	107	105	102	100	98	96	95	94	93											
	66							108	105	102	100	98	96	94	93													

# AIRCRAFT LOADING CHARTS

3

## DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

### EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....	23'x28'x44"	LC.....	20'x24'x44"
CP.....	24'x28'x37"	FL.....	36'x44'x86"
	56'x56'x33"	NE, PC.....	28'x40'x44"
	24'x60'x181"		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64			
WIDTH (IN INCHES)	2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34			
	4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34		
	6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34		
	8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33		
	10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33		
	12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32		
	14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	31	31		
	16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30		
	18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30	
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30

7A

## CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

HEIGHT IN INCHES	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
12	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
24	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
36	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
48	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
54	540	540	452	361	298	255	223	201	177	164	152	137	126	118	110	103	97	91
60	540	446	360	300	258	223	197	173	155	142	131	120	112	105	99	93	89	87
66	412	330	278	238	208	183	162	146	133	123	115	106	100	94	89	85	81	79
70	337	281	243	210	185	164	146	133	122	113	107	99	93	88	84	80	78	75

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

55

## CONVAIR 880

Width (Inches)	4	8	12	16	20	24	28	32	34
Height (Inches)	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

UMI



## 28

11

## BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

[illegible]

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

9

**CONSOLIDATED CONVAIR**

APPLICABLE TO AL, NA AND TW

Second Dimension (in inches)	FIRST DIMENSION (IN INCHES)									
		5	10	15	20	25	30	35	40	45
	5	80	80	80	80	80	80	80	80	80
	10		80	80	80	80	80	80	80	80
	15			72	73	73	73	73	73	73
	20				70	70	70	70	70	70
	25					60	70	70	70	55
	30						55			

FIND THIRD DIMENSION (IN INCHES)  
AT INTERSECTION OF FIRST  
AND SECOND DIMENSIONS

**CONSOLIDATED CONVAIR**

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	78	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	C	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108
	D	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
4	A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	C		108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108
	D		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
6	A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
	C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8	A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
	C				105	105	105	105	105	105	105	105	105	105	96	96	96	96	96	88	88	88	88	88	88
	D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
	C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
	D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
	C						93	93	93	93	93	93	93	84	84	84	84	84	84	80	80	80	80	80	80
	D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							84	84	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
	C							84	84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80
	D							84	84	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	59
	C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
22	A										76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
	C										80	80	59	59	59	59	59	59	59	59	59	59	59	59	59
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
24	A											72	72	72	72	72	72	72	72	72	72	72	72	72	72
	B											70	70	70	70	70	70	70	70	70	70	70	70	70	70
	C											80	53	53	53	53	53	53	53	53	53	53	53	53	53
	D											46	46	46	46	46	46	46	46	46	46	46	46	46	46
26	A												50	56	56	56	56	56	56	56	56	56	56	56	56
	B												46	46	46	46	46	46	46	46	46	46	46	46	46
	C												46	46	46	46	46	46	46	46	46	46	46	46	46
	D												46	46	46	46	46	46	46	46	46	46	46	46	46
28	A													30	30	30	30	30	30	30	30	30	30	30	30
	B													46	46	46	46	46	46	46	46	46	46	46	46
	C													46	46	46	46	46	46	46	46	46	46	46	46
	D													46	46	46	46	46	46	46	46	46	46	46	46
30	A																								
	B																								
	C																								
	D																								
32	A																								
	B																								
	C																								
	D																								
34	A																								
	B																								
	C																								
	D																								
36	A																								
	B																								
	C																								
	D																								
38	A																								
	B																								
	C																								
	D																								
40	A																								
	B																								
	C																								
	D																								
42	A																								
	B		</																						

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 12 CANADAIR NORTH STAR (ALL-CARGO)

HEIGHT (IN INCHES)

	30	40	62	67	69	69	79	71	71½
1	372	372	312	251	239	227	209	190	166
2	372	372	290	238	226	215	199	183	158
3	372	350	269	227	215	205	190	175	151
4	372	330	255	216	205	196	181	168	146
5	372	310	243	205	195	189	174	161	143
6	372	293	231	196	187	181	167	155	140
7	352	280	220	188	180	174	160	149	122
8	332	265	210	180	173	167	154	144	104
9	313	255	201	173	167	162	147	140	96
10	296	244	192	167	162	155	140	137	91
11	275	235	185	161	157	150	135	133	88
12	262	225	179	157	152	145	130	130	
13	249	217	173	152	146	140	124	115	
14	236	208	167	147	141	135	119	107	
15	226	200	162	143	136	130	114	100	
16	216	193	151	138	132	125	109	95	
17	206	186	151	134	128	121	105	89	
18	198	180	147	130	123	117	101		
19	190	174	142	125	119	113	98		
20	183	168	138	122	115	109	94		
21	175	163	134	118	111	105	90		
22	169	158	130	114	107	102			
23	163	153	127	111	104	99			
24	158	148	124	108	101	96			
25	153	144	121	105	98	92			
26	149	139	117	102	95				
27	144	135	114	100					
28	139	131	111	98					
29	135	127	108						
30	132	124	103						
31	128	120	102						
32	124	117	100						
33	121	113							
34	117	110							
35	114	107							

FIND LENGTH AT INTERSECTION  
OF HEIGHT AND WIDTH

# AIRCRAFT LOADING CHARTS

13

## CANADAIR NORTH STAR (COMBINATION)

WIDTH (IN INCHES)	HEIGHT (IN INCHES)																			
	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40
2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47
4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47
6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47
8	124	122	122	120	120	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47
10	124	122	122	120	120	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47
12	122	120	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47
14	122	120	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47
16	120	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47
18	120	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47
20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47
22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47
24	112	110	108	108	100	96	92	86	80	72	62	56	54	52	47	47	47	47	47	47
26	112	110	108	108	100	96	92	86	80	72	62	56	54	52	47	47	47	47	47	47
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34					
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34					
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34					
36	88	80	76	74	72	68	64	62	60	54	50	44	36	32						
37	76	74	72	66	64	64	62	60	58	52	48	40	34	32						

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

15-A

## DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	265	265	265	265	265
36	216	211	206	201	196	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14

## DOUGLAS C-47 (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)	WIDTH ONLY (IN INCHES)									
	40	44	48	52	56	60	64	68	72	80
2	366	366	366	357	357	357	357	353	189	129
4	366	366	366	357	357	357	357	353	189	129
8	362	362	357	357	357	357	353	237	151	109
12	362	357	357	357	357	353	297	177	129	97
16	357	357	357	357	353	325	213	133	117	105
20	357	357	357	353	277	253	153	117	105	93
24	325	309	305	285	253	213	117	109	97	85
28	273	265	253	237	217	153	109	97	89	81
32	233	229	217	197	177	121	105	93	85	81
36	201	197	189	177	153	117	105	89	85	81
40	177	173	169	157	141	105	105	85	85	81
44	173	161	157	145	129	105	101	85	81	77
48	169	133	133	129	117	105	93	81	81	77
52	117	117	117	117	109	105	85	81	81	77
56	97	97	97	97	97	85	69	69		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

15

## DOUGLAS DC-6A (ALL CARGO) DOUGLAS DC-7F (ALL CARGO)

WIDTH OR HEIGHT (IN INCHES)	HEIGHT OR WIDTH (IN INCHES)																			
	80	81	82	83	84	86	88	90	92	94	96	98	100	102	104	106	108	110	112	114
3	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412		
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393	
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382	
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354	
16	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330	
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302	
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282	
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271	
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259	
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245	
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224	
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213	
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	206	201	198	
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189	
46	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181	
48	234	232	230	228	226	223	218	214	211	206	204	199	196	192	188	185	181	177	175	
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168	
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162	
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155	
60	189	186	184	182	180	178	176	174	173	171	169	168	163	160	158	155	153	149		
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142	
66	174	171	169	167	165	162	160	159	156	154	152	151	148	146	144	142	140	138		
69	169	166	163	161	160	158	156	154	152	150	148	147	146	144	141	139	137	135	134	
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130	
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126		
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118		
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115			
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115					
87	136	133	130	127	124	122	121	119	118	117	115	114	113							
90	132	128	125	122	121	120	118	117	116	115	112									
93	127	124	122	119	116	115	114	113	112	111										
96	124	121	119	116	114	113	112													
99	120	118	116	114	112															
102	117	115																		
105	115																			



UMI



# AIRCRAFT LOADING CHARTS

50

## BOEING 707

FIRST DIMENSION (IN INCHES)

	4	8	12	16	20	24	28	32	36	40	44	48
69 C	81											
68 A	108											
A	126											
67 C	87											
65 C	94											
64 A	120	106										
63 C	102	89										
62 A	152	125										
61 C	110	97	81									
60 A	162	139	103									
59 C	120	106	90									
58 A	171	150	118									
56 A	181	160	130									
C	133	118	104									
54 A	190	170	141	98								
53 C	146	131	118	95								
52 A	199	180	151	118								
50 A	208	188	160	130								
D	175	152	138	119	118	97	88	82	54			
C	150	144	132	117								
48 D	180	161	140	118	128	110	100	91	78	68	52	
47 A	221	201	174	147	121	106	94	84	63	53	--	--
B	127	120	112	103	95	87	78	70	63	53	--	--
C	171	156	144	132	118	107	100	70	62	52	--	--
44 A	232	214	186	161	137	123	113	105	96	85	65	--
B	133	126	118	110	102	95	88	85	80	65	--	--
C	182	167	156	144	130	119	110	82	80	64	--	--
D	187	175	156	144	130	120	108	96	86	73	52	
41 C	191	177	165	153	141	130	118	105	98	81	--	--
40 A	243	229	202	178	156	140	124	114	106	95	85	--
B	149	141	134	123	110	104	116	109	102	95	85	--
D	197	185	170	156	144	130	120	106	97	80	68	
38 C	203	186	173	161	150	138	126	114	107	100	91	55
36 A	242	228	202	178	156	140	124	114	106	95	85	--
B	149	141	134	123	110	104	116	109	102	95	85	--
C	209	191	178	165	153	143	131	119	112	105	96	73
D	209	192	182	166	155	146	131	117	106	96	78	
33 C	218	200	185	171	160	148	137	126	120	112	103	84
32 A	255	250	233	210	187	168	149	135	125	114	105	87
B	198	194	182	170	160	148	139	130	122	114	105	87
D	223	208	192	178	168	150	148	145	131	120	108	91
30 C	226	207	193	177	165	153	142	132	126	118	109	92
28 A	259	257	243	225	200	179	159	149	138	124	113	96
B	222	215	200	186	174	160	149	139	130	122	113	96
D	232	211	198	180	167	155	150	148	141	132	120	100
27 C	234	214	197	182	169	157	146	137	131	123	114	98
24 A	263	261	254	238	212	189	179	168	156	140	123	103
B	242	236	219	202	187	172	158	147	137	128	119	103
C	241	220	202	187	173	160	149	141	135	128	119	103
D	241	220	202	187	173	160	155	150	146	140	130	110
21 C	248	225	207	191	176	163	153	143	138	131	123	108
20 A	266	265	261	249	222	212	200	187	173	156	137	109
B	261	257	238	218	200	183	167	153	143	133	125	109
D	250	228	208	192	177	173	167	164	155	144	139	129
18 C	253	231	211	194	179	166	155	147	141	135	126	111
16 A	271	268	264	258	249	238	225	210	195	178	161	142
B	269	268	256	233	213	193	175	159	148	138	129	114
D	259	235	214	197	192	187	180	173	166	156	144	128
15 C	259	236	215	198	182	169	158	149	143	137	129	115
12 A	273	271	269	266	261	254	243	233	218	202	186	169
B	272	270	269	268	264	256	245	234	219	203	187	170
C	264	241	219	202	185	174	160	151	145	139	131	118
D	264	241	219	202	185	174	160	151	145	139	131	118
9 C	268	246	223	205	188	176	163	153	147	140	132	120
8 A	274	272	271	268	265	261	257	250	241	229	214	197
B	274	272	271	263	233	209	187	169	155	144	134	121
D	270	247	241	235	228	220	211	202	192	185	175	161
6 C	272	250	227	208	191	177	165	155	148	141	133	122
4 A	276	274	273	271	266	263	259	255	250	243	232	216
B	275	274	273	270	260	234	190	172	158	146	135	123
D	274	270	264	259	250	241	232	221	209	197	187	180
3 C	275	254	230	211	194	179	167	157	149	142	134	123

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

52

## LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44
27	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46
26	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159
24	161	161	161	161	161	161	161	161	161	161	161	161	161	161	161	161	161
22	162	162	162	162	162	162	162	162	162	162	162	162	162	162	162	162	162
20	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163
18	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164
16	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165
14	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165
12	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165
10	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169
5	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169
5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51	

54

## FAIRCHILD F-27 (Use DC-3 Chart)

51

## DE HAVILLAND COMET IV

First Dimension in Inches

	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	78
15	78	78	78	78	78	78	78	78	78	78
16	78	78	78	78	78	78	78	78	78	78
17	78	78	78	78	78	78	78	78	78	78
18	78	78	78	78	78	78	78	78	78	78
19	78	78	78	78	78	78	78	78	78	78
20	78	78	78	78	78	78	78	78	78	78
22	78	78	78	78	78	78	78	78	78	78
24	78	78	78	78	78	78	78	78	78	78
26	78	78	78	78	78	78	78	78	78	78
28	78	78	78	78	78	78	78	78	78	78
30	78	78	78	78	78	78	78	78	78	78

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

53A

## DOUGLAS DC-8

Applicable To DL Only

		HEIGHT IN INCHES																	
		6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30	
		MAXIMUM LENGTH - INCHES																	
WIDTH IN INCHES	3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172	
	6	230	216	202	188	184	180	176	173	173	171	170	169	168	167	166	166	166	
	9	216	190	176	163	163	161	159	157	156	156	155	154	154	153	152	152	152	
	12	185	172	160	145	151	152	152	150	149	148	146	145	144	143	142	141	140	
	15	180	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131	
	18	170	157	152	147	147	146	144	144	141	138	136	134	131	129	128	126	124	
	21	166	154	150	144	142	140	137	136	132	130	128	126	124	122	120	118	115	
18	24	162	150	146	140	138	136	133	130	127	124	122	120	118	116	114	110	108	
	27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88	
	30	150	146	139	120	113	108	102	97	92	88	85	82	80	79	77	76	73	
	33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	58	

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.  
AC-Accepted on ALL-CARGO aircraft only.  
N-Not accepted.  
②-Air Express only.  
Explanation of numerical notes follows charts.

	AA	AL	BL	BM	CA	CO	CN	CFA(4)	DL	EA	FL
Animals, live . . . . .	AC(2-6)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2-6)	A(2-20)
EXCEPTIONS											
Alligators . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Animals, in excess of 200 lbs . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Apes . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bears, cub . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Bears, grown . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bees . . . . .	A(2)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds . . . . .	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small . . . . .	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries . . . . .	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets . . . . .	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots . . . . .	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats . . . . .	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Chinchillas . . . . .	AC(2)	N	N	N	AC(2)	42	N	A(2-32)	AC(2)	AC(2)	N
Dogs . . . . .	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Fish . . . . .	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clares . . . . .	A(2)	A(2-9)	A(9)	A(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish . . . . .	A(2)	A(2-9)	A(9)	A(50)	N	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters . . . . .	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(2-9-20)
Shellfish . . . . .	A(2)	A(2-9)	A(9)	A(2-9)	AC(9)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish . . . . .	A(50)	A(2-9)	N	A(50)	A(50)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	A(50)
Foxes . . . . .	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs . . . . .	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters . . . . .	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Horses, race . . . . .	N	N	N	N	N	N	N	N	N	N	N
Insects . . . . .	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(2)	A(2-20)
Lions, cub . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Lions, grown . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Livestock . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Calves . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Cattle, grown . . . . .	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated . . . . .	N	N	N	N	N	N	N	N	N	N	N
Goats . . . . .	AC(2)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Horses, draft . . . . .	N	N	N	N	N	N	N	N	N	N	N
Sheep . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Swine . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Mink . . . . .	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2-6)	N
Orangoutangs . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Pets, small . . . . .	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Poultry . . . . .	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks . . . . .	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings . . . . .	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Gooslings . . . . .	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby . . . . .	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poult (except turkey) . . . . .	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poult, turkey . . . . .	AC(2-16-18)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits . . . . .	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Reptiles . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Reptiles, small . . . . .	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	AC(2-6)	N
Rodents . . . . .	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
EXCEPTIONS											
Copys (Nutria) . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Mice . . . . .	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Rats . . . . .	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Skunks, pet . . . . .	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Snakes, non-poisonous and harmless . . . . .	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Tigers, cub . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Tigers, grown . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Wolves . . . . .	AC(2)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Worms . . . . .	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

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AC-Accepted on ALL-CARGO aircraft only.

N-Not accepted.

②-Air Express only.

Explanation of numerical notes follow charts.

	FT	LC②	LO②	MO	NA	NE	NO	NW	NY	OE
Animals, live . . . . .	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	②	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators . . . . .	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby . . . . .	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	N
Animals, in excess of 200 lbs . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Apes . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, cub . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	A(2-4-41)	A(2-6)	N
Bears, grown . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Birds . . . . .	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	②	A(2-10-23-26)	A(2)	A(10)
EXCEPTIONS										
Birds, small . . . . .	A(3)	A(2)	A(2-4)	N	②	A(3-31)	N	A(2-41)	A(2)	A(2)
Canaries . . . . .	A(3)	A(2)	A(2-4)	N	②	A(3-31)	②	A(2-41)	A(2)	A(2)
Parakeets . . . . .	A(3)	A	A(2-4)	N	②	A(3-31)	②	A(2-41)	A(2)	A(2)
Parrots . . . . .	A(3)	A(2)	A(2-4)	N	②	A(3-31)	②	A(2-41)	A(2)	A(2)
Cats . . . . .	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	②	A(2-41)	A(2)	A(2)
Chimpanzees . . . . .	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
Chinchillas . . . . .	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	②	A(2-41)	A(2)	A(2)
Dogs . . . . .	A(3)	A(2-6)	A(2-4)	N	A(7)	A(3-31)	A(2)	A(2-41)	A(2-6)	A(2)
Elephants . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Fish . . . . .	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	②	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams . . . . .	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	②	A(50n)	A	A(9)
Goldfish . . . . .	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	②	A(50n-23-26)	A(2-9)	A(2-9)
Lobsters . . . . .	A(50n)	A(50n)	A(50n)	A(50n)	A(50n)	A(3-50n)	②	A(50n)	A(50n)	A(50n)
Shellfish . . . . .	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	②	A(50n)	A(2)	A(9)
Tropical Fish . . . . .	A(3)	A(50)	N	N	A(50)	A(3-50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes . . . . .	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs . . . . .	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	②	A(2-4-41)	A(2)	A(2)
Hamsters . . . . .	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	②	A(2-4-41)	A(2)	A(2)
Hippopotamus . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Horses, race . . . . .	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Insects . . . . .	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	②	A(2-41)	A(2)	A(4)
Flies, etc . . . . .	A(3)	A(2)	A(2-4)	N	A(9)	N	N	AC(2-16)	A(2-6)	N
Flies, grown . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Livestock . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Culves . . . . .	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
Cattle, grown . . . . .	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Cattle, weaned . . . . .	A(3)	N	N	N	AC(2)	N	N	N	N	N
Goats . . . . .	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft . . . . .	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Sheep . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Swine . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Mink . . . . .	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-41)	A(2)	A(2)
Monkeys . . . . .	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
Orangoutangs . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Pets, small . . . . .	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	②	A(2-4-23-26)	A(2)	A(2)
Poultry . . . . .	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3-31)	②	A(2-41)	A(2)	N
EXCEPTIONS										
Chicks . . . . .	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	②	A(2-41)	A(2)	A(2-8)
Ducklings . . . . .	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	②	A(2-41)	A(2)	A(2-8)
Goslings . . . . .	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	②	A(2-41)	A(2)	A(2-8)
Poultry, baby . . . . .	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	②	A(2-41)	A(2)	A(2-8)
Pouls (except turkey) . . . . .	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	②	A(2-41)	A(2)	A(2-8)
Pouls, turkey . . . . .	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	②	A(2-41)	A(2)	A(2-8)
Rabbits . . . . .	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	②	A(2-4-41)	A(2)	A(2)
Reptiles . . . . .	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small . . . . .	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
Rodents . . . . .	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria) . . . . .	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-41)	A(2-6)	A(2)
Mice . . . . .	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	A(2)
Rats . . . . .	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	A(2)
Skunks, pet . . . . .	A(3)	A(2)	A(2)	N	A(7)	A(3-31)	N	A(2-41)	A(2)	N
Snakes, non-poisonous and harmless . . . . .	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	②	A(2-41)	A(2-6)	N
Tigers, cub . . . . .	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown . . . . .	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Wolves . . . . .	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Worms . . . . .	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-31)	②	A(2-2-26)	A(2-6)	A(2)

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	PC	PI	RD	SO	TC	TBC	TT	TW	UA	WA	WC
Animals, live . . . . .	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	⑤	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators . . . . .	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby . . . . .	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs . . . . .	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Apes . . . . .	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub . . . . .	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown . . . . .	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees . . . . .	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	⑤	AC(2)	AC(10)	N	N
Birds . . . . .	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	⑤	AC(2)	AC(2-42a-42c)	N	A(2)
EXCEPTIONS											
Birds, small . . . . .	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	⑤	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Canaries . . . . .	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	⑤	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets . . . . .	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2-42a)	A	A(2)
Parrots . . . . .	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats . . . . .	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	⑤	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees . . . . .	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	⑤	AC(2)	AC(2-6)	N	N
Chinchillas . . . . .	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	⑤	⑤	A(2-27)	A(2)	A(2)
Dogs . . . . .	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	⑤	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants . . . . .	N	N	A(3)	N	N	N	⑤	AC(2)	AC(2)	N	N
Fish . . . . .	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42c)	N	A(2-9)
EXCEPTIONS											
Clams . . . . .	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish . . . . .	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	⑤	A(50)	A(50-23-27)	A(9)	N
Lobsters . . . . .	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	⑤	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish . . . . .	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	⑤	A(50a)	N	A(9)	A(2-9)
Tropical Fish . . . . .	A(30-50a)	A(50)	A(50)	A(50-28)	A(50-28)	A(3-4-50)	⑤	A(50)	A(50-23-27-33a)	A(50)	N
Foxes . . . . .	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs . . . . .	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Hamsters . . . . .	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Hippopotamus . . . . .	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race . . . . .	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects . . . . .	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	A(2)	A(2)	A(2)
Lions, cub . . . . .	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown . . . . .	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock . . . . .	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves . . . . .	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown . . . . .	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated . . . . .	N	N	N	N	N	N	N	N	N	N	N
Goats . . . . .	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft . . . . .	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep . . . . .	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine . . . . .	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink . . . . .	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys . . . . .	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2-42)	AC(2-6)	A(2-20)	N
Orangoutangs . . . . .	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small . . . . .	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	⑤	AC(2-42-42B)	AC(2-42c)	A(2-20)	A(2)
Poultry . . . . .	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	⑤	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks . . . . .	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	⑤	AC(2-42)	A(2-8-23-27-33a)	A(2-20-8)	A(8)
Ducklings . . . . .	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	⑤	AC(2)	A(2-8-23-27-33a)	A(2-20)	N
Geese . . . . .	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	⑤	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby . . . . .	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	⑤	AC(2-42)	A(2-8-23-27-33a)	A(2-20)	N
Poult (except turkey) . . . . .	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	⑤	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Poult, turkey . . . . .	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	⑤	AC(2-42)	A(2-8-23-27-33a)	A(2-20)	A(8)
Rabbits . . . . .	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Reptiles . . . . .	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small . . . . .	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents . . . . .	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Capy (Nutria) . . . . .	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice . . . . .	N	A(2)	A(3)	N	A(2-28)	A(3-4)	⑤	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Rats . . . . .	N	A(2)	A(3)	N	A(2-28)	A(3-4)	⑤	AC(2)	AC(2-42a-42c)	A(2-20)	N
Skunks, pet . . . . .	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	N	A(2)
Snakes, non-poisonous and harmless . . . . .	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub . . . . .	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown . . . . .	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves . . . . .	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms . . . . .	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	⑤	AC(2)	A(15)	A(2-20)	A(2)



# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.  
AC-Accepted on ALL-CARGO aircraft only.  
N-Not accepted  
E-Air Express only.  
Explanation on numerical notes follows charts.

	AA	AL	BL	BH	CA	CO	CN	DL	EA	FL	FT	LX <sup>(E)</sup>	LC <sup>(E)</sup>	MO	NA
Alcoholic Beverages . .	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated .	AC	N	N	AC	N	N	N	AC	AC	N	A	A	N	N	AC
Eggs, raw poultry . . .	A	A	A	A(2)	AC	A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents . . .	A	A	A	A	A	A	A	A	A	A	A	A	A	N	N
Fabrics, in rolls . . .	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Over 60" in length . .	A	A	N	AC	AC	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Foods, perishable . . .	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh . . . . .	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen . . . . .	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries . . . . .	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated .	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	AC
On hangers or racks .	N	N	N	N	AC	N	N	AC	N	N	A	A	N	N	AC
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other															
than cremated . . . .	A(4-5-16)	A(4-5)	N	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-16)	N	A(4-5)
Human remains, Infant .	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-16)	N	A(4-5)
Liquids in Cans . . . .	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or															
oiled, without packing	N	N	N	AC	AC	N	N	AC	AC	N	A	A	N	N	N
Meat: fresh . . . . .	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen . . . . .	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh . . . . .	A	A(19)	A(19)	A	AC	A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-															
proof containers where															
time is principal fac-															
tor in shipment . . . .	A	N	N	A	AC	A	N	A	A	A	A	A	N	N	A
Quartz lamps . . . . .	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/															
or porcelain . . . . .	A	N	N	A	A	A	A	A	A	A	N	N	N	A	A
Vegetables: fresh . . .	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen . . . . .	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages . .	A(12)	E	A	A	A	A	N	A	N	N	A(12)	N	N	A(46)	A	N
Automobiles, uncrated .	N	N	N	N	N	N	N	A	N	AC	A(12)	N	AC	AC	N	N
Eggs, raw poultry . . .	A	A	A(1)	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents . . .	A	N	N	A	A	N	N	A	A	A	A	A	A	A	A	A
Fabrics, in rolls . . .	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes:																
Not over 36" in length	A	A	A	A	A	A	N	A	N	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	N	A	A	N	A(43)	A	A	A	A	A	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A	A	N
Not over 60" in length	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	A	AC	A	A	N
Over 60" in length . .	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	A	AC	A	A	N
Foods, perishable . . .	A	A	A(23-26)	A	A	N	A	A	N	A	A	A	A	A	A	A
Fruit, fresh . . . . .	A	A	A(23-26)	A	A	N	A	A	N	A(17)	A	A	A	A	A(9)	A
Frozen . . . . .	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries . . . . .	A	A	A(23-26)	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other																
than cremated . . . .	A(14)	N	A(4-41)	A(5)	A(4-5)	N	N	A	N	AC	A(4-5)	N	A(5)	A(5-14-42c)	N	N
Human remains, Infant .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)	N	N	A(4-5)	N	A	A(4-5)	E	A(5)	A(5-14-42c)	N	N
Liquids in Cans . . . .	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or																
oiled, without																
packing . . . . .	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh . . . . .	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen . . . . .	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh . . . . .	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-																
proof containers where																
time is principal fac-																
tor in shipment . . . .	A	N	N	A	N	A	N	A	N	N	A	A	A	N	N	N
Quartz lamps . . . . .	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/																
or porcelain . . . . .	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh . . .	A	A	A(23-26)	A	A	N	A	N	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen . . . . .	A	A	A	A	A	N	A	N	A	A	A	A	A	A	A(9)	A(9)

# SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

## EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
  2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
  3. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container, sufficient feed and utensils therefor.
  4. Advance arrangements required for combination aircraft.
  5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
  6. Maximum gross weight of 500 pounds for each crate and animal(s).
  7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
    1. Must be constructed of wood, metal or composition material of similar strength;
    2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
    3. Must be of sufficient size to permit animal to stand, sit and lie down.
    4. Kennel must be provided with adequate ventilation.
    5. Shipper must tender kennel with animal enclosed and locked.
    6. Shipper must provide adequate bedding material such as shredded paper.
    7. Floor of kennel must provide a means for retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards 1" or more on all four sides.
- CO:** will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.
- NA:** will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
  9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
  10. Only shipments consisting of queen bees and their attendant bees are acceptable.
  11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20" in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
  12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
  13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
  14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL: 20" x 24" x 60") (PI: 42L x 28" W).
  15. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
  16. Advance arrangements required on cargo aircraft.
  17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
  18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1" by 1" slats to allow sufficient circulation of air in and around containers.
  19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only — Maximum: two birds per passenger).

## EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-4 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
- 33A. Not accepted on Boeing 720 aircraft.
34. Not accepted on F-27A aircraft.
40. Accepted on speedpak equipment only.
41. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. Exception: One pet may be carried on DC-4 type aircraft provided advance arrangements have been made with the originating station.
42. Accepted on B-707 aircraft.
- 42A. Accepted on DC-8 aircraft.
- 42B. Accepted on Convair 580 aircraft.
- 42C. Accepted on Boeing 730 aircraft.
43. Flowers can be accepted in boxes up to the following lengths:
  - DC-3 aircraft — Up to 60 inches
  - Viscount aircraft — Up to 56 inches
  - North Star aircraft — Up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Natria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.

## RECOMMENDED PACKAGING SECTION

50. Recommended that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
- 50B. Recommended that packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material, an inner carton of double faced corrugated board with inner face beaded to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.
51. Recommended that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.
- 51B. Recommended that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than 100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy five pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.
52. Recommended that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."

# ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

## AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 ✕	583 ✕	C-46		584 ✕	582 ✕	617 ④
Read Down			Read Up				
1200	0500	0530	Lv MAQUETIA (CARACAS) . . . . .	Ar	1015	0920	1515
		0630	Ar BARCELONA . . . . .	Lv			
		0645	Lv BARCELONA . . . . .	Ar			
		0705	Ar CUMANA . . . . .	Lv			
		0720	Lv CUMANA . . . . .	Ar			
		0740	Ar PORLAMAR . . . . .	Lv			
		0755	Lv PORLAMAR . . . . .	Ar			
		0815	Lv CARUPANO . . . . .	Lv	0830		
			VALERA . . . . .	Lv			
			Ar MARACAIBO . . . . .	Lv			
			KINGSTON . . . . .	Lv	0720		1030
			Ar MIAMI . . . . .	Lv			1000
							0700

## AEROLINEAS ARGENTINAS (ARG)

692 ①	620 ②	C-47		621 ①	693 ①
③ ⑥	⑤ ⑦	Read Down		Read Up	
		0630	Lv BUENOS AIRES . . . . .	Ar	0205
		0850	Ar BAHIA BLANCA . . . . .	Lv	2355
		0905	Lv BAHIA BLANCA . . . . .	Ar	2340
		1150	Ar TRELEW . . . . .	Lv	2120
		1205	Lv TRELEW . . . . .	Ar	2105
		1335	Ar COMODORO RIVADAVIA . . . . .	Lv	1945
		1435	Lv COMODORO RIVADAVIA . . . . .	Ar	1930
		1545	Ar PUERTO DESEADO . . . . .	Lv	1820
		1600	Lv PUERTO DESEADO . . . . .	Ar	1805
		1705	Ar SAN JULIAN . . . . .	Lv	1710
		1725	Lv SAN JULIAN . . . . .	Ar	1650
		1755	Ar SANTA CRUZ . . . . .	Lv	1620
		1810	Lv SANTA CRUZ . . . . .	Ar	1605
		1900	Ar RIO GALLEGOS . . . . .	Lv	1515
0900			Lv RIO GALLEGOS . . . . .	Ar	1415
1010			Ar RIO GRANDE . . . . .	Lv	1355
1025			Lv RIO GRANDE . . . . .	Ar	1350
1115			Ar USHUAIA . . . . .	Lv	1200

## AEROFLOT (AFL)

125	IL-12		126
✕	Read Down	Read Up	
0740	Lv MOSCOW, Vnukovo . . . . .	Ar	
1020	Ar KIEV . . . . .	Lv	
1110	Lv KIEV . . . . .	Ar	
1240	Ar ODESSA . . . . .	Lv	
1330	Lv ODESSA . . . . .	Ar	
1400	Ar BUCHAREST, Baneasa . . . . .	Lv	
1445	Lv BUCHAREST, Baneasa . . . . .	Ar	
1600	Ar SOFIA, Vrajdebna . . . . .	Lv	

## AIR FRANCE (AF)

407 ④	2483 ①	750 ②	896 ③	DC-4		897 ①	751 ②	2482 ③	406 ④
				Read Down		Read Up			
1200				Lv PARIS, Le Bourget . . . . .	Ar				0730
1230				Ar PARIS, Orly . . . . .	Lv				
1600	0900	1205	0100	Lv PARIS, Orly . . . . .	Ar	0600	0100	2200	
		1355	0135	Ar LONDON, Central . . . . .	Lv	0605	2135		
		1510		Lv FRANKFURT . . . . .	Ar		1950		
	0930	1650		Ar FRANKFURT . . . . .	Lv				
				Ar BERLIN . . . . .	Lv				
				Ar ALGIERS . . . . .	Lv			1730	
				Lv ALGIERS . . . . .	Ar				
				Ar TRIPOLI . . . . .	Lv				0320*
2210				Lv TRIPOLI . . . . .	Ar				0235*
2310				Ar PORT LAMU . . . . .	Lv				2000
0345									

\* Optional Technical Stop

## ARIANA AFGHAN AIRLINES

DC-4	
Read Down	Read Up
Lv KABUL . . . . .	Ar
Ar KANDAHAR . . . . .	Lv

## AIR JORDAN

212 ⑦	C-46		213 ⑦
Read Down		Read Up	
0900	Lv AMMAN . . . . .	Ar	1710
1100	Ar DAMASCUS . . . . .	Lv	1710
1130	Lv DAMASCUS . . . . .	Ar	1640
1110	Ar BEIRUT . . . . .	Lv	1500

## ALASKA AIRLINES (ASA)

101 #	DC-6C		100 #
Read Down		Read Up	
0900	Lv SEATTLE . . . . .	Ar	0440
1250	Ar FAIRBANKS . . . . .	Lv	2100
1625	Lv FAIRBANKS . . . . .	Ar	2020
1745	Ar ANCHORAGE . . . . .	Lv	1900

## ALL NIPPON AIRWAYS

18 Ex ①	DC-3		17 Ex ①	67 Ex ①
Read Down		Read Up		
		Lv FUKUOKA . . . . .		0550
		Ar OSAKA . . . . .	0245	
0010		Lv OSAKA . . . . .		0330
0200		Ar TOKYO . . . . .		
		Lv TOKYO . . . . .	0030	

**AMERICAN AIRLINES (AA)**[illegible]

367 170 ① 2 3 4 5	337 170	335 DC-4 2 3 4 5	331 170 1 7	353 170	357 170 7	351 170 2 3 4 5	347 170 3 4 5 6	345 DC-4 1	385 DC-4 2 3 4 5 5 6	388 DC-3 2 3 4 5 5 6	DC-3; DC-4 Bristol 170	387 DC-3 1 2 3 4 4 5	386 DC-4 1 2 3 4 4 5	346 DC-4 1	348 170 2 3 4 5 5 6	352 170 2 3 4 5	358 170 7	354 170 2 3 4 5 5 6	332 170 1 7	336 DC-4 2 3 4 5	338 170 x	368 170 2 3 4 5	
0515 ↓ 0705 0005 0335	1700 ↓ 1935	0915 ↓ 1125	0545 ↓ 0320	2045 2250	1500 1705	1300 1505	0500 0705	0500 0645	0120 ↓ 0400	0040 0355	Lv SYDNEY.....Ar Ar BRISBANE.....Lv Ar MELBOURNE....Lv Lv MELBOURNE....Ar Ar LAUNCESTON....Ar Ar HOBART.....Lv Ar DEVONPORT.....Lv Lv DEVONPORT.....Ar Ar WYNWARD.....Lv	2250 1930	2330 ↑ 2100		1030 0845	1045 0835	1845 1635	2045 1835	0230 0020	1235 ↑ 0950	1540 ↑ 1325	2350 ↑ 2105	1120 ↑ 0935

125 C-46	101 DC-4	123 DC-4	301 C-46	101 DC-4	125 C-46	101 DC-4				102 DC-4	304 C-46	124 DC-4	302 C-46	132 C-46	102 DC-4	102 DC-4	502 C-46
1845	0315	2345		0315	1845	0315	Lv TAMPA-ST.			1900		2145		1400	1900	1900	1900
2000		0100		2000	2200		Ar MIAMI.....Lv					2030					
2200		0300					Lv MIAMI.....Lv					1900					
	0845			0845			Ar GUATEMALA.....Lv										1330
	1015			1015			Lv GUATEMALA.....Ar										1200
	1100			1100			Ar SALVADOR.....Lv		1300					1330	1330		1100
							Lv SALVADOR.....Lv										1000
							Ar GUATEMALA.....Lv										
							Lv GUATEMALA.....Ar										
0500		0900		0500			Ar PANAMA.....Lv				1300		0700				0600
0700			1100	0700			Lv PANAMA.....Lv		0400			1900					0400
1030				1030			Ar QUITO.....Lv										
1200				1200			Lv QUITO.....Ar										
1315				1315			Ar GUAYAQUIL.....Lv		0001							0001	
							Lv GUAYAQUIL.....Ar										
							Ar BOGOTA.....Lv						1600				

**AVIATECA (GU)**

① 35	36	Read Down	Read Up	25	① 35
0830		Lv NEW ORLEANS.....	Ar		1400
↓	0800	Lv MIAMI.....	Ar	1400	↑
1400	1300	Ar GUATEMALA.....	Lv	0800	0830

851 A 2 3 4 5 6	C-46	850 B 2 3 4 5
Read Down		Read Up
0400	Lv CHICAGO (MDW).....	Ar 0159
0605	Ar KANSAS CITY.....	Lv 2359
0635	Lv KANSAS CITY.....	Ar 2330
0748	Ar WICHITA.....	Lv 2220
0820	Lv WICHITA.....	Ar 2155
f	-- OKLAHOMA CITY.....	--
1021	Ar DALLAS.....	Lv 2000



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# BRITISH EUROPEAN AIRWAYS (BEA)

21 Y 43	21 V 36	21 V 7	16 V PEX 1	16 V 22	02 L 7	02 L PEX 6	06 Y 9	06 L 12	08 Y 13	08 Y 1	Y - Viscount Y - York L - Leopard	09 Y 4	09 V 36	07 L 11	31 Y 16/7	03 L 7	03 L PEX 3	03 V 22	15 V 1	22 V 7	22 Y 43	22 V 36
0001 0230	0001 0205	0100 0305	0105	0205	0045	2300	0230	0230	0045	2350	Lv LONDON . . . . . Ar	0715	0810	1600	1140	0610	0425	0630	0755	0545	0540	0445
							0715	0800			Ar PARIS . . . . . Lv											
							1315	1105	0420	0420	Ar NICE . . . . . Lv	0730	0625									
											Ar MELAN . . . . . Lv			1010								
											Ar ROME . . . . . Lv					0115	0130					
											Ar AMSTERDAM . . . . . Lv							0640				
											Ar BRUSSELS . . . . . Lv								0600			
											Ar COPENHAGEN . . . . . Lv											

27 L 3	29 Y 9	29 D 21	25 L 3	Y - York D - DC-3 L - Leopard	30 D 21	30 Y 9	26 L 3	28 L 3
0030 0405	0030 0330	0030 0405	0305	Lv LONDON . . . . . Ar	1045	0910	1055	0705 0525
	0500	0530		Lv DUSSELDORF . . . . . Ar				
	0600	0650	0705	Ar FRANKFURT . . . . . Lv	0820	0730	0635	

# BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA 776 C 5	BA/EM 778 SC 6	BA 978 C 3	BA/EM 980 SC 4	AI 162 DC-6A 5	SC - Super Constellation C - 749 Constellation	AI 613 DC-6A 6	BA/EM 981 SC 6	BA 979 C 6	BA/EM 779 SC 2	BA 777 C 2
1400	1900	0400	0200	0700	Lv LONDON . . . . . Ar	1115	1920	2120	2300	2125
		0635			Ar DUSSELDORF . . . . . Lv			2035		
1700	2215		0515	1010	Ar FRANKFURT . . . . . Lv		1750		2130	2015
				1345	Ar ROME . . . . . Lv	0805				
1930	0100	0930	0800		Ar ZURICH . . . . . Ar		1510	1745	1920	1745
0530	7	1940		2115	Ar BEIRUT . . . . . Lv	0200		0915		0915
6	1100		1810		Ar DAMASCUS . . . . . Lv	1	0650		1130	
1320		0330	0510	0425	Ar BAHRAIN . . . . . Lv	2215	0340	0505		0505
	2300	4	5	6	Ar KARACHI . . . . . Lv		2	7	0400	3
2335		1345			Ar DELHI . . . . . Lv	1510	2110	2130	2330	2130
	0620		1625	1230	Ar CALCUTTA . . . . . Lv	0930	1515		1720	
	1				Ar BOMBAY . . . . . Lv	1430	7			
0930	1300	2220			Ar RANGOON . . . . . Lv	6		1400		
7		0815	6	0700	Ar BANGKOK . . . . . Lv				1340	1320
1540	1845	5	1235		Ar HONG KONG . . . . . Lv		0830	0900		
	2345				Ar MANILA . . . . . Lv		1		0930	0830
2	0940		2340		Ar SINGAPORE . . . . . Lv				1135	
	1920		1045		Ar DJAKARTA . . . . . Lv				0550	
					Ar DARWIN . . . . . Lv		0230		3	
					Ar SYDNEY . . . . . Lv		1800		2100	

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### COMPANIA MEXICANA DE AVIACION, S.A.

		215C	611C	621C	631C	631C	C-47		630C	630C	630C	610C	200C	C-82	
⑥	③	②⑤	②⑤	④	⑦	⑦	Read Down	Read Up	①	①	⑥	②	②	⑥	③⑤
0700	0700	0730	0700	0700		0700	Lv MEXICO, D.F.	Ar	1435		1305	1645	1855	1535	1855
0840	0840		0830	0840		0840	Ar VERACRUZ	Lv	1250		1120	1515	1715		1715
0930	0930		0930			0930	Lv VERACRUZ	Ar	1220		1050	1445	1645		1645
1030	1030					1030	Ar MINATITLAN	Lv							
1100	1100	0910		1100		1100	Lv MINATITLAN	Ar							
		0935					Ar OAXACA	Lv							
		1025					Lv OAXACA	Ar							
		1045					Ar IXTEPEC	Lv							
		1200	1145				Lv IXTEPEC	Ar							
		1230	1210				Ar TUXTLA GUTIERREZ	Lv							
							Lv TUXTLA GUTIERREZ	Ar							
							Ar VILLAHERMOSA	Lv						1230	
							Lv VILLAHERMOSA	Ar							
							Ar TAPACHULA	Lv							
							Lv TAPACHULA	Ar							
							Ar C. DEL CARMEN	Lv							
							Lv C. DEL CARMEN	Ar	1030						
							Ar CAMPECHE	Lv		0815					
							Lv CAMPECHE	Ar		0700					
							Ar CHETUMAL	Lv							

		420C	920C	920C	930C	410C	C-47		421C	411C	931C	921C	921C	921C
③④	④	④	④	②	⑥	④	Read Down	Read Up	③④	④	④	③	④	⑤
		0700	0700	0700	0700	0700	Lv MEXICO, D.F.	Ar			1400		2100	1400
		0900	0900	0900	0900	0900	Ar GUADALAJARA	Lv			1200		1900	1200
		0930	0930	1000	0930	0700	Lv GUADALAJARA	Ar	1835	1215	1130	1145		1130
		1430				0750	Ar MASCOTA	Lv	1745	1125				
		1520				0810	Lv MASCOTA	Ar	1735	1105				
		1530				0830	Ar TALPA	Lv	1715	1045				
		1550				0850	Lv TALPA	Ar	1705	1025				
		1600				0915	Ar PUERTO VALLARTA	Lv	1640	1000				
		1625					Lv PUERTO VALLARTA	Ar						
			1010	1055	1010		Ar MAZATLAN	Lv			0850	0900		
			1040	1120	1040		Lv MAZATLAN	Ar			0820	0835		
			1345	1430	1345		Ar HERMOSILLO	Lv			0530	0530		
			1415	1455			Lv HERMOSILLO	Ar			2325	2100		
			1620	1715			Lv MEXICALI	Lv			2015	2015		
			1705	1740			Lv MEXICALI	Ar			1930	1930		
			1750	1820			Ar TIJUANA	Lv					1900	

### CIVIL AIR TRANSPORT (CAT)

48	24	4	44	10	8	2	42	26	6	DC-6B		21	1	7	43	9	3	45	47	25	5
DC-4	④	④	DC-4	③	②	②	DC-4	⑦	⑦			①	①	②	DC-4	③	④	DC-4	DC-4	⑥	⑦
			1615				0030			Lv BANGKOK	Ar		2250				1510				
			2255				0710			Ar HONG KONG	Lv		2010				1230				
			0900				0900			Lv HONG KONG	Ar		1910				1125				
				1230						Ar MANILA	Lv						1125				
										Lv MANILA	Ar			1435							
										Ar TAIPEI	Lv		1645	1215			0900				
										Lv TAIPEI	Ar										
										Ar OKINAWA	Lv	1545			0745	0900		0745			
										Lv OKINAWA	Ar	1355			0530			0530			
										Ar TOKYO	Lv	1320			0445			0445			
										Lv TOKYO	Ar	0900			2330			2330			
										Ar SEOUL	Lv				2030			2030			
															1700			1700			
																		1315			

### DELTA AIR LINES (DL)

23X	25X	29X	C-46		20X	22X	26X
①⑦	⑥⑦	①⑦			⑥⑦	⑥⑦	⑥⑦
			Lv NEWARK	Ar		1143	
			Ar PHILADELPHIA	Lv		1103	
			Lv PHILADELPHIA	Ar		1033	
			Ar CHARLOTTE	Lv			
			Lv CHARLOTTE	Ar			
			Ar CHICAGO	Lv			
			Lv DETROIT	Ar			
			Ar CINCINNATI	Lv			
			Lv CINCINNATI	Ar			
			Ar MEMPHIS	Lv			
			Lv MEMPHIS	Ar			
			Ar ATLANTA	Lv			
			Lv ATLANTA	Ar			
			Ar ORLANDO	Lv			
			Lv ORLANDO	Ar			
			Ar NEW ORLEANS	Lv			
			Lv NEW ORLEANS	Ar			
			Ar HOUSTON	Lv			
			Lv HOUSTON	Ar			
			Ar MIAMI	Lv			
			Lv DALLAS	Ar			

### COMPANIA DOMINICANA DE AVIACION, C. POR A. (CDA)

400	402	601	603	C-46		399	401	600	602
DC-4C-46	DC-4C-46	DC-4C-46	DC-4C-46			DC-4C-46	DC-4C-46	DC-4C-46	DC-4C-46
0915	0500	1000	0600			1300	1700	1330	1330
1315	0900					0900	1300		

### COMPANIA CUBANA DE AVIACION (CU)

461	C-46		460
Read Down			Read Up
0930	Lv MIAMI, International	Ar	0745
1045	Ar HAVANA, Jose Marti	Lv	0630

**EASTERN AIR LINES, INC. (EA)**

925 #Ex ⑦①	921 #Ex ⑦①	923 #Ex ⑥⑦	L-1049C		924 #Ex ⑥⑦	922 #Ex ⑥⑦	926 #Ex ⑥⑦
	0230	2345	Lv	NEWARK . . . . .	Ar	0530	0735
0330			Lv	CHICAGO (MDW) . . . . .	Ar		0025
0550	0439		Ar	ATLANTA . . . . .	Lv	0330	2200
0730	0600		Lv	ATLANTA . . . . .	Ar	0226	2052
				MOBILE . . . . .	Lv	2359	
				MOBILE . . . . .	Ar	2302	
	0645		Ar	NEW ORLEANS . . . . .	Lv	2202	
	0745		Lv	NEW ORLEANS . . . . .	Ar	2122	
	0907		Ar	HOUSTON . . . . .	Lv	2000	
		0525	Ar	SAN JUAN . . . . .	Lv		
		0730	Lv	SAN JUAN . . . . .	Ar		
0955		1010	Ar	MIAMI . . . . .	Lv	2350	1830
						2150	
						1700	

**FLYING TIGER LINE (FT)**

182 #Ex ⑦	184 #Ex ⑦	282 #Ex ⑦	382 #Ex ⑥⑦	382 ⑥	L-1049H		181 #Ex ⑦	183 #Ex ⑦①	281 #Ex ⑥⑦	283 #Ex ⑦①
			1930		Lv	SEATTLE . . . . .	Ar		1700	
			2015		Ar	PORTLAND . . . . .	Lv			
			2115		Lv	PORTLAND . . . . .	Ar			
		2000	0140	2300	Ar	SAN FRANCISCO/OAKLAND . . . . .	Lv		1510	1530
					Lv	SAN FRANCISCO/OAKLAND . . . . .	Ar		0930	1400
T1700	T1700				Lv	SAN DIEGO . . . . .	Ar	T0800	T0800	1400
2230	2300				Lv	LOS ANGELES (BUR) . . . . .	Ar	0615	1735	1145
				0625	Ar	LOS ANGELES (BUR) . . . . .	Lv			
0630		0430	1010	0840	Ar	MINNEAPOLIS/STP . . . . .	Lv	0115	0405	0635
0745		0545	1120	1040	Lv	MINNEAPOLIS/STP . . . . .	Ar	0045	0250	0920
T1130	T1130	T1130	T1130	T1130	Ar	CHICAGO (MDW) . . . . .	Lv	T2200	T2200	T1900
T0800	T0800	T0800	T0800	T0800	Ar	CHICAGO (MDW) . . . . .	Lv	T1800	T1800	T1600
T0700	T0700	T0700	T0700	T0700	Ar	MILWAUKEE . . . . .	Lv	T1700	T1700	T1600
0950				1245	Ar	SOUTH BEND . . . . .	Lv		1230	0230
				1330	Ar	GRAND RAPIDS . . . . .	Lv		0115	0635
T0700				T0700	Ar	DETROIT . . . . .	Lv		T1900	T1900
			1345		Lv	DETROIT . . . . .	Ar			0435
			1445		Ar	CLEVELAND . . . . .	Lv			0305
			T2000		Ar	CLEVELAND . . . . .	Lv			T1830
			T2000		Ar	AKRON . . . . .	Lv			T1600
			1605	1515	Ar	BUFFALO . . . . .	Lv			
			1715	1625	Lv	BINGHAMTON . . . . .	Ar			
			T0800	T0800	Ar	BINGHAMTON . . . . .	Lv			
			T0800	T0800	Ar	ALBANY . . . . .	Lv			
			T0800	T0800	Ar	ROCHESTER . . . . .	Lv			
			1810	0300	Ar	NEW YORK (EWR) . . . . .	Lv	2230	2300	0115
1030		0920			Lv	NEW YORK (EWR) . . . . .	Ar	T1900	T1900	2355
1730		1120			Ar	NEW YORK (IDL) . . . . .	Lv			
1205		1200			Lv	NEW YORK (IDL) . . . . .	Ar			
T1500	T1500	T0200	T0200		Ar	NEW YORK (EWR) . . . . .	Lv			
					Ar	PHILADELPHIA . . . . .	Lv			
					Ar	HARTFORD/SPRINGFIELD . . . . .	Ar			2300
					Ar	HARTFORD/SPRINGFIELD . . . . .	Lv			2145
1845					Ar	BOSTON . . . . .	Lv			2100
T0930					Ar	PROVIDENCE . . . . .	Lv			T1500

T - Expedited Motor Connections.

**HUNTING-CLAN AIR TRANSPORT (HCA)**

553 ⑦	555 ⑦	551 ⑦	557 ⑦	DC-6C		558 ④	552 ④	556 ④	554 ③
				Read Down	Read Up				
0230	0230	0230	0230	Lv	LONDON . . . . .	Ar	0320	2250	0040
0540	0540	0440	0540	Ar	FRANKFURT . . . . .	Lv	0210	2140	2330
0655	0655	0555	0655	Lv	FRANKFURT . . . . .	Ar	0055	2025	2215
1110	1110	1010	1110	Ar	MALTA . . . . .	Lv	2025	1555	1745
1225	1225	1125	1225	Lv	MALTA . . . . .	Ar	1910	1440	1630
2015	2015	1915	2015	Ar	KHARTOUM . . . . .	Lv	1250	0820	1010
2130	2130	2030	2130	Lv	KHARTOUM . . . . .	Ar	1135	0705	0855
				Ar	ENTEBBE . . . . .	Lv			0545
				Ar	ENTEBBE . . . . .	Lv			1700
0305	0305	0205	0305	Ar	NAIROBI . . . . .	Lv	0800	0330	0301
0500	0500	0400	0500	Lv	NAIROBI . . . . .	Ar	0555	0125	1415
0840	0840	0740	0840	Ar	SALISBURY . . . . .	Lv	0015	1945	0055
		0855	0630	Lv	SALISBURY . . . . .	Ar	2300	1830	1915
		1125	0900	Ar	JOHANNESBURG . . . . .	Lv	2030	1600	0630

SR  
705  
◆  
②  
③④  
⑤⑥

0340  
↓  
0610  
↓  
0640  
0715

0413

## DC-

STOCK  
GUNDS  
NORDM  
MONKO  
WAXJO  
WAXJO  
RONNE  
INKA  
INKA  
MALMO  
IDKO  
IDKO  
GOTHE  
CARLS  
ULTS

**Abstract**



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# KLM ROYAL DUTCH AIRLINES (KL)

SR 705	KL5	KL41	SN 103	KL9	KL7	KL3	KL1	KL64	KL62	*Super Constellation ▲-DC-6A ◆-DC-3	KL61	KL63	KL65	KL2	KL2	KL8	KL4	SN 104	KL42	KL6	SR 704
② ③④ 56	② ③④ 56	② ③④ 56	② ③④ 56	④⑤	①	② ③④ 56	② ③④ 56	⑦	②⑤	Read Down      Read Up	③	⑤	①	② ③④ 56	① ②③ 45	④ ⑤⑥	② ③④ 56	② ③④ 56	② ③④ 56	② ③④ 56	② ③④ 56
								1130	2330	Lv NEW YORK.....Ar	16▲5016▲1509▲45										
								①	↓	-- MONTREAL.....Lv	15▲0014▲3008▲00										
										-- MONTREAL.....Ar	14▲0013▲3007▲00										
								0555	1745	Ar GLASGOW.....Lv	03▲4503▲4521▲15										
								0655	1845	Lv GLASGOW.....Ar	0215 0215 1945										
								1000	2145	Ar AMSTERDAM.....Lv	0100 0100 1830										
0340	0350	1440	0345	2030	1730	1600	0415			Ar LONDON (North).....Ar				0315	0235	1120	2120	0250	2105	0245	0300
		1645	0445	2130	1830	1700	0515			Ar BRUSSELS.....Lv				0025	2345	0830	1830		1900	①	
										Ar PARIS (ORLY).....Lv				APR. FROM				0145	↑	②③④⑤	
														11-18	APR. 21				2350	2310	
0610										Ar COPENHAGEN.....Lv											
0640										Ar BASLE.....Lv											
0715										Lv BASLE.....Ar											
										Ar ZURICH.....Lv											

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.  
▲ - No local traffic.

## LANICA AIRLINES (NI)

401	403	411	DC-4	410	402	404
C-46	C-46	DC-4		DC-4	C-46	C-46
2	6	1-5	Read Down      Read Up	2-6	1	5
0500	0500	0700	Lv MIAMI.....Ar	1920	1130	1130
0915	0915	1000	Ar MANAGUA.....Lv	1320	0500	0500

## LINEAS AEREAS COSTARRICENSES (LACSA)

615	615	C-46	616	616
④	② ⑤⑥	Read Down      Read Up	①③ ④⑤	④
0700	0600	Lv MIAMI.....Ar	1400	2030
0810	↓	Ar HAVANA.....Lv	↑	↑
0845	0810	Ar GRAND CAYMAN.....Lv		
	0900	Lv GRAND CAYMAN.....Ar		
1230	1130	Ar SAN JOSE, C.R.....Lv	0700	1330

## LINJEFLYG (AB)

DC-3; L-Lockheed Lodestar	074 DC-3	074 DC-3	080 L	080 L	065 DC-3	065 DC-3	065 DC-3	069 DC-3	069 DC-3	047 L	047 L	047 L	043 DC-3	043 DC-3	043 DC-3	045 DC-3	045 DC-3	045 DC-3	061 DC-3	061 DC-3
Read Down	Ex ⑥	⑥	Ex ⑥	⑥	Ex ⑥	⑥	⑦	Ex ⑥	⑥	Ex ⑥	⑥	⑦	Ex ⑥	⑥	⑦	Ex ⑥	⑥	⑦	Ex ⑥	⑥
STOCKHOLM.....Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0945
SUNDSVALL/HARNOSAND.....Ar	1310	1115	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
NORDMALING.....Ar			1335	1145	1310	1110	1255													
JONKOPING.....Ar																				
VAXJO.....Ar								1310	1050											
VAXJO.....Lv								1330	1110											
RONNEBY.....Ar								1405	1145											
RINKABY.....Ar										1220	1020	1205								
RINKABY.....Lv										1235	1035	1220								
MALMO.....Ar										1300	1100	1245								
LIDKOPING.....Ar													1250	1100	1230					
LIDKOPING.....Lv													1320	1120	1250					
GOTHENBURG.....Ar													1350	1150	1320					
KARLSTAD.....Ar																1310	1050	1255		
HULTSFRED.....Ar																			1230	1045

LUFTHANSA GERMAN AIRLINES

LH041 # Ex. ⑦②	U.S.A.-Europe Super Constellation	LH040 # Ex. ①⑦
2200	Lv NEW YORK . . . . Ar	1125
1600	Ar FRANKFURT . . . . Lv	2355

262 X	C-46		263 X
	Read Down	Read Up	
0600	Lv CARACAS, Maiquetia Ar		1500
↓	Lv KINGSTON, Palisadoes Lv	x1115	
	Lv Kingston, Palisadoes Ar	x1015	
1300	Lv MIAMI, International Lv	0700	

LNH03	LNH03	BEF26	BEF30	BEF30	BEF28	England		BEF27	BEF29	BEF29	BEF25	LNH03	LNH03	LNH03
Vik- ing	Vik- ing	DC-3	DC-3	York	DC-3			DC-3	York	DC-3	DC-3	Vik- ing	Vik- ing	Vik- ing
Ex. 7	Ex. 7													
2300	2245	0835	0820	0730		Lv	FRANKFURT...Ar	0660	0650	0705	0750	0630	0630	0725
	2350					Lv	DUSSELDORF...Ar	0500	0535			0650	0730	
	0030				0535	Lv	DUSSELDORF...Ar	0405	0330	0405		0615	0655	
0145	0240	1155	1145	1010	0805	Lv	LONDON.....Lv	0130	0130	0130	0405	0405	0445	0445

122 %	106 %	DC-3		119 %
		Read Down	Read Up	
0425	0455	Lv SINGAPORE.....	Ar	0330
0600	↓	Ar KUALA LUMPUR.....	Lv	0200
	0700	Ar IPOH.....	--	
	0730	Lv IPOH.....	--	
	0810	Ar PENANG.....	--	

514 ①④	525 ②⑤	DC-3	C-46	DC-4	515 ①④
1030 	1000 1330	Lv	MONCTON . . . . .	Ar	1610 
1100		Ar	GOOSE BAY . . . . .	Lv	1540 
1230		Ar	CHARLOTTETOWN . . .	Lv	1510 
1310		Lv	CHARLOTTETOWN . . .	Ar	1430 
		Ar	HOUSE HARBOR . . .	Lv	

720	616	618	770	774	DC-4		771	775	615	721	617
④	③	⑤	⑥	⑦	Read Down	Read Up	⑥	⑦	①	③	②
	0400	0400			Lv LONDON...Ar				0945		0945
	0920	0920			Ar ROME....Lv				0400		0400
	1020	1020			Lv ROME....Ar				0300		0300
	1510	1510			Ar ATHENS...Lv				②		④
	1610	1610			Lv ATHENS...Ar						
	2000	2000			Ar BEIRUT...Lv			2100			2100
0200			0200	001	Lv BEIRUT...Ar		1145	1530			1330
					Ar BAGHDAD...Lv					1130	
					BAGHDAD...Ar					1030	
					Ar KUWAIT...Lv		0830			0830	
0715			0715		Ar DHAHRAN...Lv						
				0830	Lv DHAIRAN...Ar						
				0930	Lv DOHA....Lv						
				0915	Ar DOHA....Ar						
				1015	Lv DOHA....Ar						
				1100	Ar BAHRAIN...Lv			1200			

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3		785
			Read Down	Read Up	⑥
0500	0500	0500	Lv PERTH	Ar	2345
0645	0645		Ar GERALDTON	Lv	
0705	0705		Lv GERALDTON	Ar	
0900	0900		Ar CARNARVON	Lv	
0920	0920		Lv CARNARVON	Ar	
			MORAWA	Lv	
			YALGOO	Lv	
			YALGOO	Ar	
		0715	Lv MT. MAGNET	Lv	
		0735	Ar MT. MAGNET	Ar	
			WILUNA	Lv	
		0825	Ar MEEKATHARRA	Lv	
		0845	Lv MEEKATHARRA	Ar	
		1050	Ar WITTENON	Lv	
		1120	Lv WITTENON	Ar	
1125	1125		Ar ONSLOW	Lv	
1200			Lv ONSLOW	Ar	
1300	1250		Ar ROEBOURNE	Lv	
1350	1340		Lv PT. HEPLAND.	Lv	
1420	1410	1220	Ar PT. HEPLAND	Ar	
1450	1450	1240	Lv DT. GREY	Lv	
1500	1450		Lv PARDOO	Ar	
1550	1540		Lv WALLAL	Lv	
1610	1600		Lv MANDORA	Ar	
		1415	Lv ANNA PLAINS	Ar	
1720	1710	1510	Lv BROOME	Ar	
1815	1805	1605	Ar DERBY	Lv	0700

98 # EX ⑥ ⑦	1049-H CONSTELLATION STAR AIRFREIGHTER	99 # EX ⑦ ⑧
1900	Lv MIAMI.....Ar	0800
1955	Ar ORLANDO.....Lv	
2040	Lv ORLANDO.....Ar	
0045	Ar PHILADELPHIA.....Lv	
0130	Lv PHILADELPHIA.....Ar	
0206	Ar NEW YORK (IDL).....Lv	0440

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### NORTHWEST AIRLINES (NW)

528/ 529 -6B #	529 DC-4 #	527 -6B #Ex ⑤	DC-6B - -6B	528 -6B #Ex ⑦	528 -6B #	526 DC-4 #Ex ⑦
0710	0100	2330 0005 0130	Lv NEW YORK (IDL) . . . . . Ar	1915	0654	
	0405		Ar DETROIT . . . . . Lv	1605		
	0510		Lv DETROIT . . . . . Ar	1540		
	0145		Ar CHICAGO (MDW) . . . . . Lv		0220	
	0225		Lv CHICAGO (MDW) . . . . . Ar	0710 0508	0110	
			Ar MILWAUKEE . . . . . Lv	1335	2330	
			Lv MILWAUKEE . . . . . Ar	1310	2239	
			Ar MADISON . . . . . Lv	1240		
			Lv MADISON . . . . . Ar	1227		
			Ar ROCHESTER . . . . . Lv	1135		
			Lv ROCHESTER . . . . . Ar	1119		
0753 1130	0614 1130	0354	Ar MINNEAPOLIS . . . . . Lv	1045	2100	
1515	1515		Lv MINNEAPOLIS . . . . . Ar	2010		
			Ar PORTLAND . . . . . Lv	1925		
			Lv PORTLAND . . . . . Ar	1830		
			Ar SEATTLE . . . . . Lv			

### OLYMPIC AIRWAYS

⑦	York Freighter	①
0430 1555	Lv LONDON . . . . . Ar Ar ATHENS . . . . . Lv	1315 0500

989	987	985	983	981	DC-6B	980	982	984	986	988
④	③	①	⑦	⑥	Read Down Read Up	①	②	④	⑤	⑦
0600	0600	0600	0600	0600	Lv SEATTLE . . . . . Ar	0110	0110	0110	0110	0110
0950	0950	0950	0950	0950	Ar ANCHORAGE . . . . . Lv					
1050	1050	1050	1050	1050	Lv ANCHORAGE . . . . . Ar					
2055	2055	2055	2055	2055	Ar TOKYO . . . . . Lv	2345	2345	2345	2345	2345

### PACIFIC NORTHERN AIRLINES (PN)

3	3	5	1B	1A	1	Lockheed Constellation Speedpak	2	2A	2B	4	4	6
23 45 67	① 23 45	② 45	④ 45	①⑤	③⑦	Read Down Read Up	①② 46	⑤	③⑦	④	① 23 45	②③ 45 67
0120	2340 0030	0830	0730	0730	0730	Lv PORTLAND . . . . . Ar	1715	1715	1715	2125	2250	0500
			1010	1010	1010	Ar SEATTLE - TAKOMA . . . . . Lv	1445	1445	1445		2200	
			1155	1155	1155	Lv SEATTLE - TAKOMA . . . . . Ar	1300	1300	1300			
			1300	1300	1300	Ar KETCHIKAN (Annette Is.) . . . . . Lv	1300	1300	1300			
			1330	1330	1330	Ar JUNEAU . . . . . Lv	0820	0820	0820			
			1400	1400	1400	Ar YAKUTAT . . . . . Lv	0700	0700	0700			
						Ar CORDOVA . . . . . Lv						
						Ar ANCHORAGE . . . . . Lv						

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

### PAN AMERICAN WORLD AIRWAYS (PAA)

#### ATLANTIC SERVICES

160 ⑦	160 ②	162 ③	160 ③	164 ③	160 ③	164 ⑤	162 ⑥	DC-7F	161 ①	163 ②	161 ③	165 ④	163 ⑤	161 ⑥	161 ⑦
0300	0300	2000	0300	0300	0300	2000	2000	Lv CHICAGO . . . . . Ar	1950	1950					
								Ar DETROIT . . . . . Lv	1830	1830					
								Lv DETROIT . . . . . Ar	1755	1755					
								Ar NEW YORK (IDL) . . . . . Lv	1630	1630					
								Lv NEW YORK (IDL) . . . . . Ar	1010	0825	0950	0825	0950	1315	1150
								Ar BOSTON . . . . . Lv							
								Lv BOSTON . . . . . Ar	0300	0115		0115			
								Ar SHANNON . . . . . Lv	0215	0035		0035			
								Lv SHANNON . . . . . Ar							
								Ar GLASGOW . . . . . Lv					0540		
								Lv GLASGOW . . . . . Ar					0505		
								Ar LONDON . . . . . Lv	0030	0130	0130		0130	0330	0330
								Lv LONDON . . . . . Ar	2230	2230	2340		0130	0130	
								Ar BRUSSELS . . . . . Lv					0015		
								Lv BRUSSELS . . . . . Ar					2340		
								Ar AMSTERDAM . . . . . Lv					2150		
								Lv AMSTERDAM . . . . . Ar					2150		
								Ar DUSSELDORF . . . . . Lv					2350		
								Lv DUSSELDORF . . . . . Ar					2320		
								Ar FRANKFURT . . . . . Lv	2030	2030	2030		2030	2230	2230
								Lv FRANKFURT . . . . . Ar					1915	2115	2115
								Ar STUTTGART . . . . . Lv					1830	2030	2030
								Lv STUTTGART . . . . . Ar					1750	1950	1950
								Ar MUNICH . . . . . Lv					1700	1900	1900
								Lv MUNICH . . . . . Ar					1620		
								Ar VIENNA . . . . . Lv					1825		
								Lv VIENNA . . . . . Ar					1715		
								Ar PARIS . . . . . Lv	2200	2200			1855		
								Lv PARIS . . . . . Ar					1600		
								Ar ANKARA . . . . . Lv							

#### ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size, the above transatlantic all-cargo services will call at one additional city on the following schedule:

EASTBOUND	Minimum Transatlantic Load	WESTBOUND	Minimum Transatlantic Load
Baltimore/Vennington	Lv Th Sa 2230 1500 kg	Amsterdam	Lv Su 2220 400 kg
Philadelphia	Lv Th Sa 2230 1000 kg	Frestwick	Lv We Fr 0350 500 kg
Boston	Lv Tu We Th 0500 400 kg	Shannon	Lv We 0400 400 kg
Gander	Ar We Fr 0840 400 kg	Gander	Lv Mo 0815
Brussels	Ar We Th Fr Su 0040 400 kg	Gander	Lv We Th Fr 0745
Amsterdam	Ar We Th 0050 400 kg	Gander	Lv Su 0945
Dusseldorf	Ar Mo We Fr 0100 400 kg	Boston	Ar Mo 0930 400 kg
Dusseldorf	Ar Sa Su 0200 400 kg	Boston	Ar We Th Fr 0910 400 kg
		Boston	Ar Sa 1225 400 kg
		Boston	Ar Su 1110 400 kg

\*1000 kg minimum load to/from Gander.

### PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	DC-7	392 ⑤
0200	Lv MIAMI . . . . . Ar	1405
0605	Ar PANAMA . . . . . Lv	1000
0830	Lv PANAMA . . . . . Ar	0840
	Ar CALI . . . . . Lv	
	Ar QUITO . . . . . Ar	
	Ar QUAYQUIL . . . . . Ar	
	Ar TALARA . . . . . Ar	
1340	Ar LIMA . . . . . Lv	0330
1700	Lv LIMA . . . . . Ar	1450
	Ar ARICA . . . . . Ar	--
	Ar LA PAZ/COCHABAMBA . . . . . Lv	f
	Ar ANTOFAGASTA . . . . . Lv	--
2325	Ar SANTIAGO . . . . . Lv	1030

### PAA-U.S.A.-PACIFIC

879 ②④ ⑥	DC-7F	878 ⑥	878 ②④
2300	Lv SAN FRANCISCO . . . . . Ar	0925	0615
	LOS ANGELES . . . . . Lv	0745	
	LOS ANGELES . . . . . Ar	0645	
0330	Ar HONOLULU . . . . . Lv	1945	1945
0900	Lv HONOLULU . . . . . Ar	1820	1820
2025	Ar TOKYO . . . . . Lv	0100	0100

**PAA**  
**U.S.A.—LATIN AMERICA**

(PAA)QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA 776 C	BA/EM 778 SC	BA 978 C	BA/EM 980 SC	AI 162 DC-6A	SC - Super Constellation C - 749 Constellation	AI 613 DC-6A	BA/EM 981 SC	BA 979 C	BA/EM 779 SC	BA 777 C
⑤	⑥	③	④	⑤		⑥	⑥	⑥	②	②
1400	1900	0400	0200	0700	Lv LONDON. . . . . Ar	1115	1920	2120	2300	2125
1700	2215	0635	0515	1010	Ar DUSSELDORF. . . . . Lv	1115	1750	2035	2130	2015
				1345	Ar FRANKFURT. . . . . Lv	0805				
1930	0100	0930	0800		Ar ROME. . . . . Lv		1510	1745	1920	1745
0530	⑦	1940		2115	Ar ZURICH. . . . . Ar	0200		0915		0915
⑥	1100		1810		Ar BEIRUT. . . . . Lv	①	0650		1130	
1320		0330	0510	0425	Ar DAMASCUS. . . . . Lv	2215	0340	0505		0505
2335	2300	④	⑤	⑥	Ar BAHRAIN. . . . . Lv		②	⑦	0400⑤	③
	0620	1345			Ar KARACHI. . . . . Lv	1510	2110	2130	2330	2130
	①		1625	1230	Ar DELHI. . . . . Lv	0930⑦	1515		1720	
0950	1300	2220	2325		Ar CALCUTTA. . . . . Lv	1430		1400		1320
⑦		0815	⑥	0700	Ar BOMBAY. . . . . Lv	⑥	0830	0900		
1540	1845	⑤	1235		Ar RANGOON. . . . . Lv					
	2345				Ar BANGKOK. . . . . Lv					
②	0940		2340		Ar HONG KONG. . . . . Lv				0930	0830
	1920		1045		Ar MANILA. . . . . Lv		①		1135	
					Ar SINGAPORE. . . . . Lv		0230⑦		0550③	
					Ar DJAKARTA. . . . . Lv		1800②		2100	
					Ar DARWIN. . . . . Lv					
					Ar SYDNEY. . . . . Lv					



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### REAL-AEROVÍAS-NACIONAL

C-1708 ①④ ⑥	C-1706 ②⑤ ⑦	C-1704 ③⑥ ⑧	C-1702 ④⑦ ⑨	C-1700 ⑤⑧ ⑩		C-1701 ③⑥ ⑧	C-1703 ④⑦ ⑨	C-1705 ⑤⑧ ⑩	C-1707 ⑥⑨ ⑪	C-1709 ⑦⑩ ⑫
1200	0600	0500	0600	0600	Lv SAO PAULO.....Ar	1645	1345	1520	1830	1815
1320		0620			Ar RIO DE JANEIRO.....Lv			1400		
1430		0800			Lv RIO DE JANEIRO.....Ar	1500	1200	1300		
1545	0830	0745	0745	0745	Ar BELO HORIZONTE.....Lv	1420	1120			1630
		0830	0830	0830	Lv BELO HORIZONTE.....Ar					
					Ar CARAVELAS.....Lv					
	1150	1200	1150	1150	Lv CARAVELAS.....Ar	1100	0800	0900	1330	
		1300	1245	1245	Lv SALVADOR.....Lv	1010	0710	0805		
					Ar MACEIO.....Ar		0500	0630		
		1540	1455	1455	Lv MACEIO.....Lv	0800		0545		
				1600	Ar RECIFE.....Ar			0500		
				1815	Lv RECIFE.....Lv	0715				
				0500	Ar FORTALEZA.....Ar	0500				
				0700	Lv FORTALEZA.....Lv	1715				
				0830	Ar SAO LUIZ.....Ar	1445				
				1030	Lv SAO LUIZ.....Lv	1400				
					Ar BELEM.....Ar	1200				

C-1800 ⑦		C-1801 ④
0600	Lv SAO PAULO.....Ar	1600
0900	Ar GOIANIA.....Lv	1300
0945	Lv GOIANIA.....Ar	1200
1315	Ar CAROLINA.....Lv	0830
1415	Lv CAROLINA.....Ar	0720
1625	Ar BELEM.....Lv	0500
0500	Lv BELEM.....Ar	1430
	PARAMARIBO.....Lv	1115
	PARAMARIBO.....Ar	1015
1130	Ar PORT OF SPAIN.....Lv	0730
1300	Lv PORT OF SPAIN.....Ar	1630
1630	Ar SAN JUAN.....Lv	1300
0830	Lv SAN JUAN.....Ar	1200
	PORT AU PRINCE.....Lv	0900
	PORT AU PRINCE.....Ar	0730
1400	Ar MIAMI.....Lv	0400

C-1001 ③⑦	C-1173 ⑤	C-1171 ②	C-1250 ①④		C-1251 ③⑥	C-1170 ②	C-1172 ⑤	C-1000 ①④
1200	0600	0600	1200	Lv SAO PAULO.....Ar	1915	1910	1350	1000
	0910	0910	1510	Ar CAMPO GRANDE.....Lv		1600	1040	
		1040	0800	Lv CAMPO GRANDE.....Ar	1520			
		1200		Ar CORUMBA.....Lv	1445	1400		
				Lv CORUMBA.....Ar	1345			
			1000	Ar CUIABA.....Lv	1215			
			1615	Lv CUIABA.....Ar	1130			
				Ar MAMAUS.....Lv	0600			
1500				Ar PORTO ALEGRE.....Lv			0700	

C-1600 ①⑤		C-1601 ②⑥
0600	Lv SAO PAULO.....Ar	1600
0900	Ar GOIANIA.....Lv	1300
0945	Lv GOIANIA.....Ar	1200
1315	Ar CAROLINA.....Lv	0830
1415	Lv CAROLINA.....Ar	0720
1625	Ar BELEM.....Lv	0500

### RIDDLE AIRLINES (RD)

201 #Ex ⑦①	301 #	205 #	203 #Ex ⑥⑦	207 #Ex ⑦①	403 #Ex ⑦①	401 #Ex ⑥	453 #Ex ⑦①	451 #Ex ⑥⑦	0-46	200 #Ex ⑥⑦	300 #	204 #	306 #Ex ⑥⑦	208 #Ex ⑥⑦	402 #Ex ⑥	404 #Ex ⑥⑦	452 #Ex ⑦①	454 #Ex ⑥⑦
			2200 2310 0115	0030					Lv BOSTON . . . . . Ar				0840					
		2350							Ar NEW YORK (IDL) . . . Lv			0525	0730	0520				
0100									Lv NEW YORK (IDL) . . . Ar				0615					
0140			0205	0125					Lv NEWARK (WRN) . . . . Ar	2245								
0230			0130	0230					Ar PHILADELPHIA . . . . Lv				0530	0430				
					0030	2300			Lv PHILADELPHIA . . . . Ar				0430	0313				
						2359			Ar CHICAGO (MDW) . . . Ar						0525	0425		
						0045			Lv INDIANAPOLIS . . . . Lv							0345		
							0230	2310	Lv INDIANAPOLIS . . . . Ar							0300		
								0055	Ar DETROIT . . . . . Ar								0700	
								0140	Lv CLEVELAND . . . . . Lv								0715	
								0245	Ar CLEVELAND . . . . . Ar								0627	
					0345	0310		0347	Ar ATLANTA . . . . . Lv							0215	2100	
					0505	0440			Lv ATLANTA . . . . . Ar									
									Ar ORLANDO . . . . . Lv	1745				2130	2245	2300		
				0625	0720				Lv ORLANDO . . . . . Ar	1715				2035	2145			
				0815	0820				Ar TAMPA . . . . . Lv					2000				
				0850					Lv TAMPA . . . . . Ar									
					0920	0950			Ar WEST PALM BEACH . . Lv									
					1027	0790			Lv WEST PALM BEACH . . Ar									
		0440				1000			Ar MIAMI . . . . . Lv	1600		2300	2300		2030	2005		
		0520				1625			Lv MIAMI . . . . . Ar		0245				1815	1815		
0730	2200	0553	0730	1000					Ar SAN JUAN . . . . . Lv		2300				1430	1430		
	0425			1625														

### RUTAS AEREAS NACIONALES (RANSA)

③	①	④	②	⑤	⑦	C-46; C-47	②	⑤	⑦	①	④	③
2000	0145	0005	2200	0145	0005	Lv MIAMI, International.....Ar	1415	1800	2045	1900	1800	1415
						BARCELONA, Muntadas.....Lv				1200	1400	1800
						BARCELONA, Muntadas.....Ar				1100		1415
2300	0445	0305	0100	0445	0350	Ar KINGSTON, Palisades.....Ar						
2345	0530	0350	0145	0530	0350	Lv KINGSTON, Palisades.....Lv						
F	F	F	0545	F	F	Ar ARUBA.....Ar					0800	
						Ar MARACAIBO, Gr. De Oro.....Lv						
0445	1000	0820		1000	0820	Ar MARACAIBO, Gr. De Oro I.....Ar						
						Ar CARACAS, Maiquetia.....Lv	1000	1145	1430	1000	1145	0800

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SABENA BELGIAN AIRLINES (SAB)

101 #Ex (7)	249 (7)	247 (2) (4)	DC-3/C-47				248 (2) (4)	250 (7)	102 # Ex (7)
2040	0735	1020	Lv	BRUSSELS	Ar	↑	2330	2045	0045
2210	↓	↓	Ar	PARIS	Lv	↓	↓	↓	2320
	1300	1545	Ar	MILAN	Lv	↓	1745	1500	

215 (5)	213 (2)	217 (2) (3) (4) (5)	211 (6)	DC-3/C-47				214 (2)	218 (2) (3) (4) (5)	216 (5)	212 (6)
1325	0640	1340	1340	Lv	BRUSSELS	Ar	↑	1925	2045	2050	2050
↓	↓	↓	↓	Ar	COLOGNE	Lv	↓	↓	1930	↓	↓
↓	↓	↓	↓	Lv	COLOGNE	Ar	↓	↓	1845	↓	↓
↓	↓	↓	↓	Ar	DUSSELDORF	Lv	↓	1820	↓	1945	1945
↓	↓	↓	↓	Lv	DUSSELDORF	Ar	↓	1750	↓	1915	1910
↓	↓	↓	↓	Ar	NUREMBERG	Lv	↓	1550	↓	1715	↓
↓	↓	↓	↓	Lv	NUREMBERG	Ar	↓	1520	↓	↓	↓
↓	↓	↓	↓	Ar	STUTT GART	Lv	↓	↓	1710	↓	1710
↓	↓	↓	↓	Ar	VIENNA	Lv	↓	1300	↓	↓	↓
1545	0900	1555	1555								
	0930										
	1200										

103 #Ex (1)(7)	KL005 # Ex (1)(7)	DC-3/C-47				KL006 #Ex (1)(7)	104 #Ex (1)(7)
0140		Lv	BRUSSELS	Ar	↑		0445
0245		Ar	AMSTERDAM	Lv	↓		0345
	0350	Lv	AMSTERDAM	Ar	↓	0255	
	0635	Ar	COPENHAGEN	Lv	↓	0001	

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### SAM AIRLINES

999 ⑤	888 ⑤	C-46		887 ③	998 ④
		Read Down	Read Up		
0300		Lv MIAMI.....Ar			2000
0800		Ar SAN ANDRES.....Lv			
0900		Lv SAN ANDRES.....Ar			
1115		Ar CARTAGENA.....Lv			
1200	1145	Lv CARTAGENA.....Ar	1445		
	1215	Ar BARRANQUILLA.....Lv	1415	1400	
		Lv BARRANQUILLA.....Ar	1315	1300	
1350	801 ③	Ar MEDELLIN.....Lv	1130		
1450	0600	Lv MEDELLIN.....Ar	1030		
1550	0700	Lv BOGOTA.....Lv	0930	1100	
1645	0800	Lv BOGOTA.....Ar	0830	1000	
1800		Ar CALI.....Lv	0715		
	1200	Ar LETICIA.....Lv		0600	

### SCANDINAVIAN AIRLINES (SAS)

006 ③ ②③ ④⑤	DC-3		005 ② ③④ ⑤⑥
	Read Down	Read Up	
2350	Lv COPENHAGEN, Kastrup.....Ar		0625
0245	Ar AMSTERDAM, Schiphol.....Lv		0350

### SEABOARD AND WESTERN AIRLINES (SBW)

200 ⑥	204 ⑤	102 ③	200 ②③	200 ⑦④	104 ②	104 ⑦① ③④	100 ①	100 ① # Ex	* Constellation ① DC-4 ② C-47	101 ①	105 ①② ④⑤	101 ①	101 ①	105 ③	103 ④	101 ①	103 ⑥	105 ⑥	101 ①
1000	0215		1200	0800			0600	0330	Lv NEW YORK....Ar	1255		1255	1255			1255		1245	1255
0330	0315	2000		0015	0230	0230	2215	1945	Ar SHANNON....Lv	0440		0440	0440				0430	0440	
		2140					2315	2100	Lv SHANNON....Ar	0335	0030	0335	0335	0030	0225			0335	
0530				0550			0100	2240	Ar GLASGOW....Lv									0145	0045
0625				0645			0155	2335	Ar LONDON....Lv	0145		0145	0030						
									Lv LONDON....Ar	0045		0045	2330						
									Ar AMSTERDAM....Lv			2340			2145				
									Ar HANOVER....Lv						2005		1930		
									Ar HAMBURG....Lv						1900		2100		
									Ar BRUSSELS....Lv	2335									2335
									Ar DUSSELDORF....Lv	2255		2255				2255			2255
									Ar COLOGNE....Lv	2245									
									Ar FRANKFURT....Lv	2155		2155	2155			2155			2155
0900									Lv FRANKFURT....Ar										
									Lv NUREMBERG....Ar	2120		2120	2120			2120			2120
									Lv MUNICH....Ar	2025		2025	2025			2025			2025
									Ar STUTTGART....Lv	1920		1920	1920			1920			1920
									Ar PARIS....Lv	1815		1815	1815			1815			1815
									Lv PARIS....Ar		2100				2100			0100	
									Ar GENEVA....Lv						2000			2330	
									Ar BASLE....Lv									2245	
									Ar ZURICH....Lv						1900			2200	
									Ar ZURICH....Ar						1800				

### SWISSAIR (SR)

704 DC-3 ① ②③ ④⑤	791 ②	793 ⑥	DC-6A		792 ⑤	790 ⑦	705 DC-3 ② ③④ ⑤⑥
			Read Down	Read Up			
			Lv NEW YORK....Ar		0850	2200	
			Ar MANCHESTER....Lv		2225	1135	
			Lv MANCHESTER....Ar		2135	1045	
			Ar BASLE....Lv		1950	0900	
			Lv BASLE....Ar		1920	0830	
			Ar GENEVA....Lv				
			Lv GENEVA....Ar				
			Ar ZURICH....Lv		1850	0800	
			Lv ZURICH....Ar				
			Ar GENEVA....Lv			2325	
			Lv ZURICH....Ar			2235	
2310			Ar ZURICH....Lv				0715
2350			Ar BASLE/MULHOUSE....Lv				0640
0020			Lv BASLE/MULHOUSE....Ar				0610
0300			Ar AMSTERDAM....Lv				0340
			Ar STUTTGART....Lv				

### TRANS-MEDITERRANEAN AIRWAYS (TMA)

M/120 ②	M/108 ②⑤⑦	M/106 ②④⑦	M/114 ①	M/112 ②	M/102 ④	M/104 ⑦	M/103 ⑥	M/101 ③	M/111 ②	M/113 ①	M/105 ②④⑦	M/107 ②⑤⑦	M/119 ②
					0900	0900	Lv FRANKFURT....Ar	1530	1530				
					1000	1000	Ar BASLE....Lv	1430	1430				
					1200	1200	Lv BASLE....Ar	1330	1330				
					2220	2320	Ar BEIRUT....Lv	0400	0400				
0100	0100	0300	0400	0400			Lv BEIRUT....Ar			2100	2100	1430	1600
			0800	0800			Ar BAGHDAD....Lv			1900	1900		
			0900	0900			Lv BAGHDAD....Ar			1800	1800		
			1200	1200			Ar TEHRAN....Lv			1600	1600		
							Ar KUWAIT....Lv						
							Ar DHAHRAN....Lv					1000	
							Ar BAHRAIN....Lv						
							Lv BAHRAIN....Ar						
							Ar DOKA....Lv						1230

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## TACA INTERNATIONAL AIR LINES S.A.)

525 ② 5	801 ⑧	801 ③ 5	801 ② 4	801 ①	DC-4		400	800 ② ③	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
					Read Down	Read Up	①	② ③	③	⑥	①	④	⑤
0700	0600	0615	0400	0600	Lv NEW ORLEANS.....	Ar	2030	1845	2110	1900	1800	1715	1855
1030	1030				Lv MEXICO.....	Ar			1715				
1100	1100				Ar BELIZE.....	Lv			1700				
					Ar BELIZE.....	Ar							
					Ar GUATEMALA.....	Lv	1535		1535				1535
					Lv GUATEMALA.....	Lv	1505		1505				1505
					Ar SAN SALVADOR.....	Lv	1420	1315	1420	1330	1400	1315	1420
					Lv SAN SALVADOR.....	Ar	1400		1400				1400
					Ar TEGUCIGALPA.....	Lv	1315		1315				1315
					Lv TEGUCIGALPA.....	Ar	1300		1300				1300
					Ar MANAGUA.....	Lv	1205		1205				1205
					Lv MANAGUA.....	Ar	1145		1145				1145
					Ar SAN JOSE.....	Lv	1035		1035				1035

**TRANS-AUSTRALIA AIRLINES (TAA)**

[illegible]**TRANS WORLD AIRLINES (TW)**

## DOMESTIC

[illegible]

Fits. 596 and 597 discontinued after Nov. 10  
Fits. 591 and 590 effective Nov. 10

### TRANS-CANADA (TCA)

909 ② ④	North Star	910 ② ④
④	Read Down	Read Up
2100	Lv MONTREAL.....	Ar A1455
2255	Ar TORONTO.....	Lv A1315
2355	Lv WINNIPEG.....	Ar 155
0350	Ar WINNIPEG.....	Lv 0650
0435	Lv WINNIPEG.....	Ar 0605
	-- CALGARY.....	Lv 0150
	-- CALGARY.....	Ar 0120
0730	Ar EDMONTON.....	--
0800	Lv EDMONTON.....	--
1015	Ar VANCOUVER.....	Lv 2200

A-Toronto to Montreal section ③④⑤ only.

**TRANS CARIBBEAN AIRWAYS (TRC)**

901 ①③	901 ⑥	DC-4 Read Down      Read Up	900 ①	900 ③⑤
2400	2200	Lv NEW YORK.....Ar	0500	0700
0800	0600	Ar SAN JUAN.....Lv	2100	2300

TW INTERNATIONAL

980	980	970	L-1049H			981	981	971
②	④	⑥				⑥	③	②
0130	0130	0130	Lv	NEW YORK (IDL)	Ar	1255	1255	1140
0725	0725	0725	Ar	GANDER	Lv	0930	0930	0815
0810	0810	0810	Lv	GANDER	Ar	0850	0850	0735
1740	1740	1740	Ar	SHANNON	Lv	0300	0300	0145
1825	1825	1825	Lv	SHANNON	Ar	0215	0215	0100
		2230	Ar	FRANKFURT	Lv			2230
		0030	Lv	FRANKFURT	Ar			2105
2150	2150		Ar	PARIS	Lv	0040	0040	
0015	0015		Lv	PARIS	Ar	2310	2310	
		0135	Ar	ZURICH	Lv	2000		2000
		0230	Lv	ZURICH	Ar	1845		1845
0135	0135		Ar	GENEVA	Lv	2150	2150	
0230	0230		Lv	GENEVA	Ar	2050	2050	
			Ar	MILAN	Lv	1740	1940	1740
			Lv	MILAN	Ar	1610	1810	1610
0435	0435	0435	Ar	ROME	Lv	1430	1630	1430



Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

# WHEELER AIRLINES

101 P	C-46	DC-3	102 P
25	Read Down	Read Up	25
0915	Lv VAL D'OR.....Ar	1630	
1225	Ar GREAT WHALE.....Lv	1320	

# TRANSA-CHILE

C-46									
4	7	36	5	4	Read Down		Read Up		4
1500		1000			Lv ARICA.....Ar	1225		1425	
1710		1210			Ar ANTOFAGASTA...Lv	1015		1215	
1755		1255			Lv ANTOFAGASTA...Ar	0930		1130	
2125		1325			Ar SANTIAGO.....Lv	0600		0800	
	0800		0800	0900	Lv SANTIAGO.....Ar	1750		1730	1700
	1100			1200	Ar BARILOCHE.....Lv	1450		1405	1400
	1145				Lv BARILOCHE.....Ar	0900			
	1750		1130		Ar PUNTA ARENAS..Lv			1400	
					Ar J. FERNANDEZ..Lv				

# UNITED AIR LINES (UA)

61	59	63	67	67	69	71	73	65	DC-6A/DC-7A		70	70	72	60	62	62	64	66	66	61
#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex			#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex
67	67	67	67	67	67	67	67	67			67	67	67	67	67	67	67	67	67	67
1300			0745	2125					Lv BOSTON...Ar										1297	1138
			0930	2208					Ar HARTFORD...Lv										1215	1115
			0700	0010					Lv SPRINGFIELD Ar										1115	1030
					0200	2330		1830	Lv NEW YORK (L) Lv	1020		1055	1547		1425	1750	0540	0450	0897	
								1928	Lv NEWARK...Ar	0920		1720		1625	1650					
								2045	Ar PHILADELPHIA, Lv	1040		1645		1555	1543					
								2245	Lv PHILADELPHIA, Ar	1055		1645		1650	1650					
								0001	Ar CLEVELAND...Lv	1100		1645		1650	1650					
									Lv CLEVELAND...Ar	1115		1645		1650	1650					
									Ar DETROIT...Lv	1130		1645		1650	1650					
									Lv DETROIT...Ar	1138		1645		1650	1650					
									Ar CHICAGO (MDW) Lv	1138		1645		1650	1650					
									Lv CHICAGO (MDW) Ar	1138		1645		1650	1650					
									Ar CHICAGO (ORD) Lv	1138		1645		1650	1650					
									Lv CHICAGO (ORD) Ar	1138		1645		1650	1650					
									Ar OMAHA...Lv	1138		1645		1650	1650					
									Lv OMAHA...Ar	1138		1645		1650	1650					
									Ar DENVER...Lv	1138		1645		1650	1650					
									Lv DENVER...Ar	1138		1645		1650	1650					
									Ar SALT LAKE CITY Lv	1138		1645		1650	1650					
									Lv SALT LAKE CITY Ar	1138		1645		1650	1650					
									Ar LOS ANGELES...Lv	1138		1645		1650	1650					
									Lv LOS ANGELES...Ar	1138		1645		1650	1650					
									Ar SAN FRANCISCO Lv	1138		1645		1650	1650					
									Lv SAN FRANCISCO Ar	1138		1645		1650	1650					
									Ar PORTLAND...Lv	1138		1645		1650	1650					
									Lv PORTLAND...Ar	1138		1645		1650	1650					
									Ar SEATTLE...Lv	1138		1645		1650	1650					

# U.A.T. AEROMARITIME (UT-AMA)

# VARIG (RG)

966	667	C-46		666	967
5	EX 1	Read Down	Read Up		6
0612	0300	Lv RIO DE JANEIRO.....Ar	0330	1540	
	0430	Ar SAO PAULO.....Lv	0200		
	0500	Lv SAO PAULO.....Ar	0130		
	0800	Ar PORTO ALEGRE, Salgado Filho..Lv	2230		
		-- VITORIA.....			
		-- BELMONTE.....			
		Ar SALVADOR, Ipatanga.....Lv	1040		
		Lv SALVADOR, Ipatanga.....Ar	1010		
		-- ARACAJU, Municipal.....			
		-- PROPRIA.....			
		-- FENEDRA.....			
		-- MACAO, Tab. do Pinto.....			
		Ar RECIFE, Iba. Guar.....Lv	0635		
		Lv RECIFE, Iba. Guar.....Ar	0615		
		-- JOAO PESSOA, Santa Rita.....			
		Ar NATAL, Parnamirim.....Lv	0500		

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijuí, Santo Angelo, Xapoco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

DC-4	UT-755	AMA-97	AMA-93	AMA-99	DC-4	DC-6		AMA-98	UT-756	AMA-90	DC-4
6	4	1	1	1	Read Down	Read Up	2	2	6	5	7
1610	1620				Lv PARIS LE				1000		0040
	1825				BOURGET.....Ar				0755		
	1910				Ar NICE.....Lv				0655		
					Lv NICE.....Ar						
					Ar TRIPOLI.....Lv						
					Lv TRIPOLI.....Ar						
					Ar PORT-LAMY.....Lv						
					Lv PORT-LAMY.....Ar						
					-- MOUNDOU.....Lv						
					-- MOUNDOU.....Ar						
					Ar N'GAOUNDERE.....						
					Lv N'GAOUNDERE.....						
					-- BANGUI.....Lv						
					-- BANGUI.....Ar						
					Lv DOUALA.....						
					Ar LIBREVILLE.....						
					Lv LIBREVILLE.....						
					Ar PORT-GENTIL.....						
					-- BRAZZAVILLE.....Lv						
					Ar POINTE-NOIRE.....						

\*Every other week.

# EXPLANATION OF CODES AND SYMBOLS

- X-Daily
- 1-Monday
- 2-Tuesday
- 3-Wednesday
- 4-Thursday
- 5-Friday
- 6-Saturday
- 7-Sunday
- Ex-Except
- P-Combination Passenger/Cargo
- Flights with Max. Cargo capacity.
- Ar-Arrival
- Lv-Departure
- f-Optional Landing (flag stop)
- X-Technical Landing
- W-Service Temporarily Suspended

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.																						ALL-CARGO								
CARRIER	Boeing Stratocruiser	Boeing-707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049	Douglas DC-7F	Lockheed Constellation 749H
AA.....	--	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200	--
AL.....	--	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--	--
ALITALIA	--	--	--	--	150	--	100	--	100	--	75	--	75	200	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
AF.....	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	150	--	--	100	--	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	--	--	--	--	--
BOAC.....	--	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CA.....	--	--	--	--	--	--	100	100	--	--	--	--	--	--	--	70	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CO.....	--	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	--	--	75	--	65	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--	--
DL.....	--	--	--	--	150	--	85	--	150	--	--	75	--	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--	--
EA.....	--	--	--	--	65	--	--	--	--	--	75	--	--	--	--	--	45	70	100	--	--	--	--	--	--	--	--	200	--	--
ELAL.....	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
FL.....	--	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--	--
KLM.....	--	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--	--
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	150	--	--	--	150	--	100	200	--	120	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
NE.....	--	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	100	--	--	--	--	--	--	100	--	200	75	--	75	120	--	--	45	--	--	--	--	--	--	--	200	--	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC.....	--	--	--	--	--	--	100	--	--	--	--	--	--	100	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--
PAA/FG.....	100	150	--	--	--	--	--	--	--	--	75	75	75	120	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI.....	--	--	--	--	--	--	80	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--	--	--
SAB.....	--	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--	--
SAS.....	--	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--	--
SO.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA.....	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	150	--	--	100	--	--	--	--	--	--	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--	--
UA.....	--	150	--	--	150	--	--	--	150	--	150	150	--	120	--	--	--	--	--	--	--	--	--	--	--	200	--	--	200	--
WA.....	--	150	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Douglas DC-7F  
Lockheed Constellation 749H  
200  
100

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																					ALL-CARGO											
	Boeing Stratocruiser	Boeing 707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 440	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Verol 44	Vickers Viscount	Curtis C-46	Curtis C-46B-5	Douglas C-54	Douglas DC-6A	Lockheed Speedo-k	Lockheed Super Const. 1049	Douglas DC-7F	Lockheed Const. 749H			
AA.....	See U.S. and Canadian City Directory																																
AL.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--		
ASA.....	--	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--	--		
ALITALIA	--	--	--	--	--	--	--	--	600	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
BL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
BN.....	--	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	--	200	2000	--	--	--	--	--	--	--		
BOAC.....	--	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000		
CA.....	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--		
CO.....	--	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--		
CN.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
CPA.....	See U.S. and Canadian City Directory																																
CU.....	--	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--	--		
DL.....	--	--	--	--	400	--	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	6000	--	--	--	--	1000	--	--	--		
EA.....	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	200	200	200	--	--	--	--	--	--	--	--	4000	--	--	--		
ELAL.....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
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FL.....	See U.S. and Canadian City Directory																																
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	1000	--	--	--		
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JAL.....	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--	--	--	--		
KLM.....	See U.S. and Canadian City Directory																																
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--		
LC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
MO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
NA.....	--	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	--	6000	--	--	--		
NE.....	--	--	--	--	200	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--		
NO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
NW.....	500	--	--	--	--	--	200	--	2000	200	--	200	200	--	--	200	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--		
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--		
OZ.....	See U.S. and Canadian City Directory																																
PC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--		
PAA/PG.....	600	600	--	--	--	--	--	--	--	600	600	600	600	--	--	--	--	--	--	--	--	--	--	5000	6000	--	--	300	--	--	--		
PI.....	--	--	--	--	--	--	100	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
QEA.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--	--	--		
SAB.....	--	600	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
SAS.....	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--	6000	--	--	6000	--	--	--	--		
SO.....	See U.S. and Canadian City Directory																																
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TACA.....	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
TCA.....	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	200	--	--	--	--	--	--	--	--	--		
TRC.....	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--		
TT.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
TW.....	--	400	--	--	440	--	--	--	--	--	--	--	--	--	250	--	250	400	--	--	--	--	--	--	--	--	4000	--	--	--	--		
UA.....	--	200	--	--	400	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	6000	--	--	--		
WA.....	--	200	--	--	200	--	--	--	200	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
WC.....	--	--	--	--	--	--	150	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		

# SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding	Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.	LACA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.	LACD	LD	177	Lineas Aereas del Ecuador
ACA	AK	151	Alaska Coastal Airlines	LAN	LA	045	Linea Aero Nacional
ABR	AB	042	Empresa de Transportes Aereos Brasil, S.A.	LANC	LC	176	Lineas Aereas de Nicaragua, S.A.
AERONAVES	AM	139	Aerovias de Mexico, S.A.	LAP	LV	046	Loide Aero Nacional, S.A.
AET	AF	057	Aeroline Elitonn Trans-Indian Airlines	LAV	LV	046	Linea Aeropostal Venezolana
AFL	SU	057	Aeroflot	LC	02	020	Lake Central Airlines
AIRCE	AE	098	Air India International	LH	LN	220	Deutsche Lufthansa Aktiengesellschaft
AJ	AJ	148	Air Ceylon Limited	LIN	LF	247	Linjeflyg AB
AKK	KK	224	Air Kruise (Kem), Ltd.	LL	CC	223	Lloyd Aereo Calcuttano
AL	AL	037	Allegheny Airlines, Inc.	LN	LN	067	Libyan Airlines
ALG	AL	134	Air Lingua - Portugal - Irish International Air Lines	LOT	LO	080	Polish State Airlines LOT
ALT	LI	053	Alitalia - Linee Aeree Italiane	LX	LN	325	Swissair
ANA	AN	090	Ansett-Australian National	MA	MA	182	Hungarian Air Transport-MAL EV
ANSETT	AP	152	Ansett Airways Pty. Ltd.	MAR	MR	022	Martinair
AP	HP	123	Aerovias Panama	ME	ME	071	Middle East Airlines Co.
AQU	AQ	112	Aquila Airways Limited	MK	MK	213	Mackey Airlines, Inc.
ARG	AR	044	Aerolineas Argentinas	MM	MM	181	MacRobertson-Miller Airlines, Ltd.
ARIANA	FG	055	Ariana Afghan Airlines, Ltd.	MN	MN	210	Manx Airlines Limited
ASA	AS	077	Alaska Airlines, Inc.	MO	MO	034	Mohawk Airlines, Inc.
ASAI	AT	147	Aerovias Sud Americana	MOS	MT	216	Morton Air Services Limited
ATM	AT	147	Compagnie Nationale de Transport Aeriens	MS	MS	077	Misair, SAE
ATSA	TZ	141	Aero Transportes, S.A.	NACNA	NA	010	National Airlines, Ltd.
AVENSA	VE	128	Aerovias Venezolanas, S.A.	NC	NC	184	Northern Consolidated Airlines, Inc.
AVIACO	AV	110	Aviacion y Comercio, S.A.	NO	NO	032	North Central Airlines, Inc.
AVM	AV	121	Aerovias Nacionales de Colombia	NW	NW	012	Northwest Airlines, Inc.
AW	AW	121	Airwork Limited	NY	NY	332	New York Airways, Inc.
AZ	AZ	055	ALITALIA - Linee Aeree Italiane	NZ	NZ	013	New Zealand National Airways Corp.
BAHAMAS	BH	116	Bahamas Airways, Ltd.	OA	OA	050	Olympic Airways, S.A.
BAT	BT	060	British European Airways Corp.	OAS	OL	215	Ollay Air Service, Ltd.
BEA	BE	060	British European Airways Corp.	PAA	PA	026	Pan American
BEL	BL	039	British Guiana Airways, Ltd.	PAB	PB	111	Pan American World Airways System
BK	BL	039	British Guiana Airways, Ltd.	PAL	PR	079	Philippine Air Lines
BN	BN	002	Brantford International Airways, Inc.	PANAGRA	PG	109	Pan American-Grace Airways, Inc.
BOAC	BO	061	British Overseas Airways Corp.	PI	PI	030	Piedmont Aviation, Inc.
BRITAVIA	BT	225	Britavia, Limited	PIA	PI	030	Pakistan International Airlines
BWA	BA	066	British West Indian Airways, Ltd.	PLUNA	PU	030	Primera Linea Uruguaya de Navegacion Aerea
CA	CA	063	Capital Airlines, Inc.	PC	PC	023	Pacific Air Lines
CAL	CA	063	Capital Airlines, Inc.	PD	PD	023	Pacific Air Lines
CAS	CS	138	Cambrian Airways, Ltd.	PT	PT	023	Provincetown-Boston Airline, Inc.
CAT	CT	129	Civil Air Transport	QAPL	QE	188	Queensland Airlines Pty. Ltd.
CATHAY	CH	129	Cathay Pacific Airways, Ltd.	QBA	QB	081	Quebecair, Inc.
CAUSA	CH	129	Compagnie Aeronautique Uruguay, S.A.	QCA	QC	081	Queen Charlotte Airlines, Ltd.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.	QEA	QE	081	Quebecair, Inc.
CD	CD	158	Compagnie Dominicaine de Aviations, S.A.	QSA	QS	081	Quebecair, Inc.
CH	CH	158	Chicago Helicopter Airways, Inc.	QUS	QU	081	Quebecair, Inc.
CIA	CI	321	Caribbean International Airways, Ltd.	QVA	QV	081	Quebecair, Inc.
CINTA	CT	231	Cinta Chilean Airlines	RANS	RA	321	Reston Airlines, Inc.
CM	CM	231	Compagnie Mexicaine de Aviations, S.A.	RANS	RA	321	Reston Airlines, Inc.
CN	CN	319	Central Airlines, Inc.	REF	BR	153	Reeve Flying Boat Services Pty. Ltd.
CO	CO	005	Continental Air Lines, Inc.	REEVE	BR	153	Reeve Flying Boat Services Pty. Ltd.
COA	CO	005	Cardova Airways, Ltd.	SA	SA	083	Saudi Arabian Airlines
COMAIR	CR	161	Commercial Air Service Pty. Ltd.	SAB	SN	082	Societe Anonyme Biage
CONN	CC	166	Connell Airways, Ltd.	SAFE	SU	082	Societe Anonyme Biage
COP	CC	166	Compagnie Panamena de Aviations, S.A.	SAHA	SH	274	Servicio Aereo de Honduras, S.A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.	SAM	SK	117	Sociedad Aeronautica Medellin, S.A.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul	SAS	SK	117	Scandinavian Airlines System
CUBANA	CU	054	Casalsvenke Aeroline	SATA	SP	082	Sociedade Aerea de Transportes Aereos, Ltda.
CYP	CY	048	Cyprus Airways, Ltd.	SBW	SB	219	Seaboard & Western Airlines, Inc.
DA	DA	226	Dragon Airways, Ltd.	SCAL	VF	221	Silver City Airways, Ltd.
DEBY	DR	026	Derby Aviation, Ltd.	SAD	SD	026	Saudi Arabian Airlines
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"	SL	SL	042	Scottish Airlines
DL	DL	006	Delta Air Lines, Inc.	SL	SL	042	Scottish Airlines
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos	SO	SO	038	Southern Airways, Inc.
EA	EA	007	Eastern Air Lines, Inc.	SR	SR	085	Swiss Air Transport Co., Ltd.
EAT	EA	007	Eastern Air Lines, Inc.	STAE	ST	198	Societe de Transport Aeriens en Extrême-Orient
EAGLE	EG	160	Eagle Airways of Britain	SUDAN	SD	201	Sudan Airways
EL AL	LY	114	El Al Israel Airlines, Ltd.	SYRIAN	SY	201	Syrian Airways Company
ES	ES	169	Ellis Air Lines	TAA	TN	102	Trans-Australia Airlines
ETHIOPIAN	ET	071	Ethiopian Air Lines	TABSO	TZ	196	Transport Aerien Ciel Bulgare-TABSO
EWA	EW	163	East-West Airlines, Ltd.	TACA	TA	202	TACA International Airlines, S.A.
FAUCETT	FA	163	Compania de Aviação "FAUCETT", S.A.	TACAV	TV	175	Linea Aerea TACA de Venezuela
FINNAIR	AY	105	Aero O'Y (Finair)	TAL	TL	119	Compagnie de Transport Aeriens Intercontinentaux
FL	FL	108	Frontier Airlines, Inc.	TALO	TL	047	Transocean Airlines
FLUG	FL	108	Flugtag Islands, H.F. (Iceland Airways, Ltd.)	TAN	TX	208	Transportes Aereos Nacionales, S.A.
GAL	GT	023	Flying Tiger Lines, Inc.	TAP	TP	047	Transportes Aereos Portugueses, S.A. (L)
GAM	AG	040	Guinea Airways, Ltd.	TEAL	TE	086	Tasman Empire Airways Limited
GIBAIR	GI	171	Gibraltar Airways, Ltd.	THAI	TH	203	Thai Airways Co., Ltd.
GU	GU	118	Empresas Guatemaltecas de Aviacion	THY	TH	235	Thy Airline
HCA	HC	122	Hunting-Clan Air Transport, Ltd.	TP	TS	267	Trans-Pacific Airlines, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.	TT	TT	033	Trans-Canada Airlines
IAC	IA	073	Indonesian Airlines, Ltd.	TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas	UA	UA	018	United Air Lines, Inc.
IAL	IL	278	Islandic Airlines	UAT	UT	125	Union Aeronautique de Transport
INI	II	131	INI & CIA, S.A.	UA	UB	209	Union of Burma Airways
JAL	JL	131	Japan Air Lines Company, Ltd.	VAFIC	VP	042	Empresa de Viacao Aerea Rio Grandense
JAT	JY	115	Jugoslavenski Aerotransport (JAT)	VAP	VP	042	Viacao Aerea Sao Paulo, S.A.
IST	IS	139	Israel Airlines	VNA	VN	120	Vietnam Airlines
KAL	KA	229	Korean Airlines	WAC	WA	017	West African Airways Corporation
KLM	KL	074	K.L.M. Royal Dutch Airlines	WA	WA	017	West African Airways Corporation
KNA	KN	222	Korean National Airlines	WC	WC	025	West Coast Airlines, Inc.
LAL	LB	051	Lloyd Aereo Boliviano	WE	WE	212	Wien Alaska Airlines
				YS	YS	212	Sec. de Transportes Aeriens Ramon-Societas